

NAVAL AVIATION

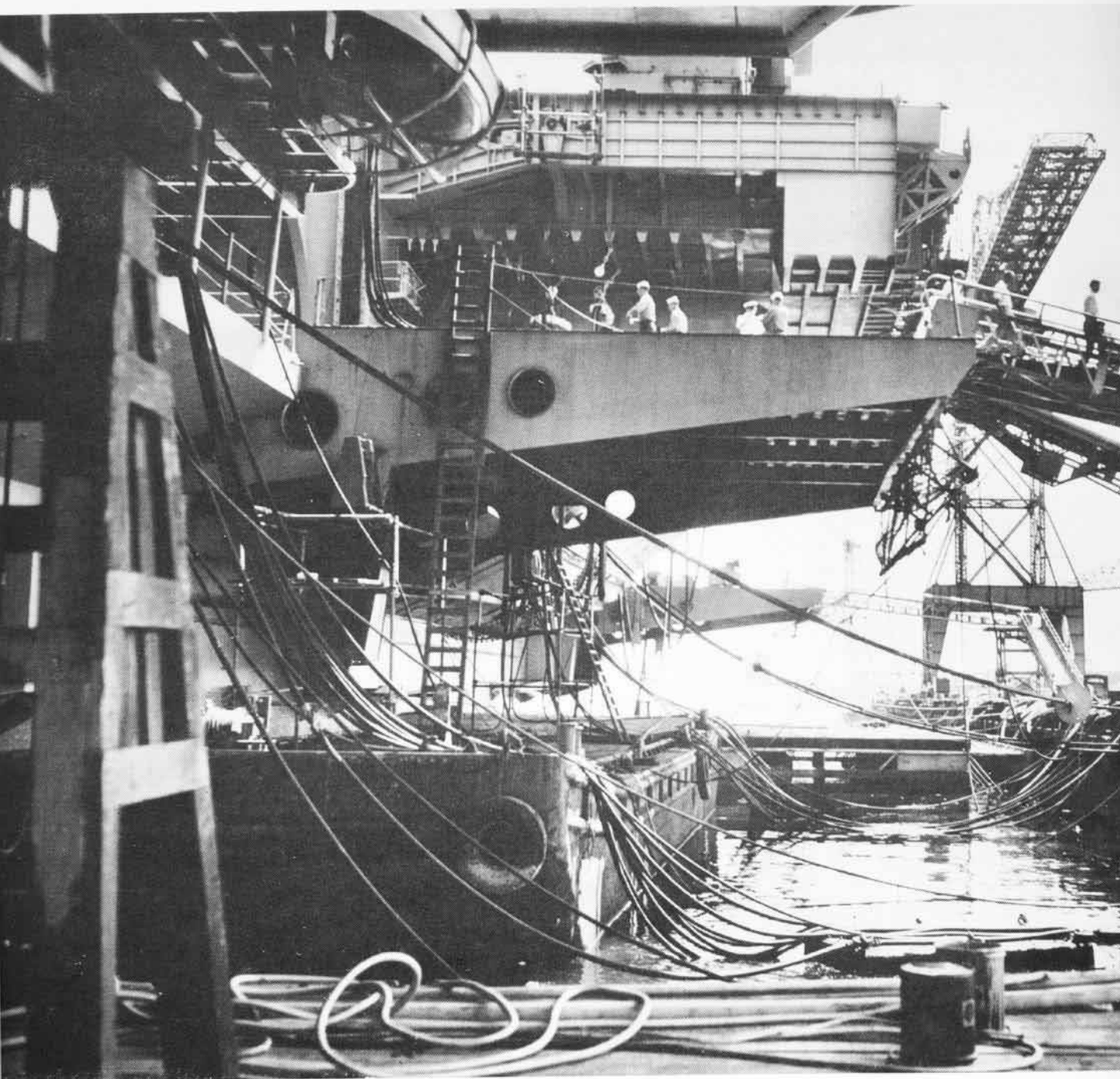
NEWS



46th Year of Publication

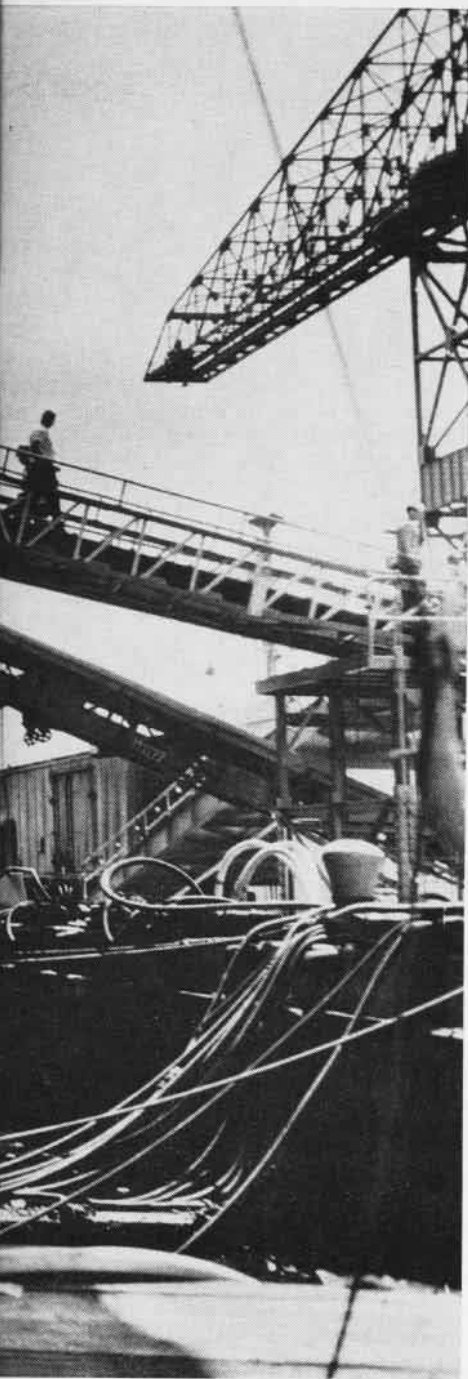
DECEMBER 1964





GANGWAY FOR AN ATTACK CARRIER!

Yard periods are trying experiences for sea-going sailors who are more comfortable sawing a swell than tripping intrepidly over lines and hoses securing a mighty aircraft carrier to a shipyard, yet overhaul periods are important. Henry G. Jordan, PHC, prolific, proficient photographer in the *Saratoga*, caught this familiar scene during CVA-60's most recent yard period. NANews' Scot MacDonald paints a word picture of the modern aircraft carrier in a series beginning on page 6. It will reflect aspects of carriers familiar to all who sail them.



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FORTY-SIXTH YEAR OF PUBLICATION DECEMBER 1964

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■ THE STAFF

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■ FRONT COVER

This photograph was taken during Operation 'Sea Orbit' which transited the oceans of the world and covered over 30,000 miles in 64 days. An A-4 Skyhawk approaches for landing aboard USS Enterprise (CVAN-65) with USS Bainbridge (DLGN-25) and USS Long Beach (CGN-9) following.

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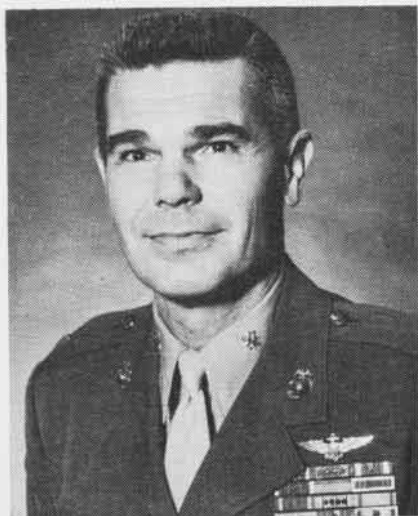
NAVAL AVIATION NEWS

Marine Aviator of the Year Ross Wins Cunningham Trophy

On October 31 at MCAS EL TORO, Santa Ana, Calif., LCol. Thomas J. Ross, USMC, received the Alfred A. Cunningham Award and Trophy, symbolic of his selection as Marine Aviator of the Year. He had just returned from duty in South Vietnam.

Col. Ross took command of HMM-361 at El Toro in October 1962. Within the next several days he directed the rapid growth of the squadron to 41 helicopters, 120 officers and over 600 enlisted for embarkation in the USS *Iwo Jima* for immediate deployment to the Caribbean in the Cuban Crisis.

The nominating letter cited Ross' 6000 hours without an accident due to pilot error while flying 51 different aircraft models during his 21 years as a Marine Aviator. Ross has flown more than 500 combat missions during his tours in World War II, Korea and recently in South Vietnam.



JET FIGHTER PILOT, LCOL. THOMAS J. ROSS

Other highlights of his career include his membership in the first class at the Test Pilot School at NATC PATUXENT RIVER; his tour as an exchange jet fighter pilot with the U. S. Air Force; and the first Marine Aviator in charge of a Navy advanced flight training squadron equipped with operational jet aircraft.

His decorations and medals include five DFC's, 25 Air Medals, the Navy Commendation Medal with Combat "V" and two Purple Hearts. In addition, Ross has been recommended for the Legion of Merit for his recent service in South Vietnam.

36 T-2B Buckeyes Ordered North American Awarded Contract

North American Aviation's Columbus Division was awarded an \$18,267,984 contract by the Navy for 36 additional T-2B *Buckeye* jet trainers. The twin-jet aircraft is an advanced version of the T-2A, currently in use in the Naval Air Basic Training Command.

The first production award, calling for 10 aircraft, was made last February. First flight of the initial production T-2B will be made in May 1965.

Major design change in the T-2B is the use of two light-weight Pratt and Whitney J-60 jet engines, giving a combined power of 6000 pounds thrust. The T-2A version uses the single J-34, which produces 3400 pounds thrust.

The two new engines weigh less than the older single engine and, having additional power, provide substantial increase in the performance of the T-2B. This enables student pilots to make an easy transition to combat aircraft.

Twin-engines provide a safety feature for the *Buckeye*, enabling pilots

to continue to fly or return to base without difficulty in event of a malfunction of one engine.

The T-2B will be used for a wide spectrum of pilot training, from the student's first jet flight to advanced training and fighter tactics.

Service ceiling of the new *Buckeye* is 42,000 feet and its top speed is approximately 530 mph, substantially above the earlier T-2A version.

The T-2B has a wingspan of 37.85 feet, is 38.28 feet in length, and stands 14.8 feet high. Gross takeoff weight is 12,500 pounds. The aircraft has tandem seating, with the instructor-pilot in the elevated rear cockpit and student in the front. It is equipped with dual rocket escape systems, developed by the Columbus Division, which safely eject the pilots in case of emergency.

Waist-high doors will aid crewmen in making inspections and repairs.

Marine Recon Unit Cited Commandant's Trophy to VMCJ-1

Winner of the Commandant's Aviation Efficiency Trophy, given annually, is Marine Composite Reconnaissance Squadron One (VMCJ-1).

Commanded by LCol. J. B. Graves, VMCJ-1 is assigned to Marine Air Group 12 of the 1st Marine Aircraft Wing. The Japan-based squadron flies the EF-10B *Sky Knight* and the RF-8A *Crusader*.

VMCJ-1 was cited for outstanding accomplishment of all assignment tasks: having one-third of its assigned pilots recommended by the Navy for DFC's; flying 2610 sorties for 5122 flight hours in a wide variety of climates and often under severe weather conditions; and maintaining all assigned pilots 100% cross-trained, carrier qualified and combat ready in two types of tactical jet aircraft.



AT NAS NORTH ISLAND, Cdr. Eugene E. Wood, commanding officer of Utility Squadron Three, Cdr. James L. Brady, VU-3 X.O., and squadron men said farewell at an Honorary Retirement Ceremony to the last of the old reliable Douglas F-6A (F4D) Skyrays, nicknamed "Ford's." VU-3 pilots flew one last operational flight before ferrying them to Litchfield Park, Ariz. The Douglas plane has served the Navy as an operational aircraft since April 1956. Among its accomplishments, the F-6A lays claim to being the first carrier aircraft to set an international speed record and in May 1958 five world records in rate of climb from a standing start.

Marines Get A-6A Intruder Ceremony Held at NAS Oceana

On October 6, Marine All Weather Attack Squadron 242, VMA(AW)-242, became the first Marine squadron to fly the new all-weather light attack jet bomber. The Grumman A-6A Intruder was officially welcomed into the Fleet by Navy and Marine Corps dignitaries at a commissioning ceremony held at NAS OCEANA, Virginia Beach, Va.

VMA(AW)-242 began training in the A-6A in the fall of 1963 under the instruction of Navy Attack Squadron 42. VA-42 is the Navy's replacement air group squadron training pilots, bombardier/navigators and maintenance personnel in the Intruder for all A-6A squadrons in the Atlantic Fleet.

C.O. of VMA(AW)-242 is LCol. Robert H. Wilson. The squadron will return to its home base, MCAS CHERRY POINT, this month.

E-2A Hawkeye on Oriskany A First Pacific Carrier Landing

The Navy's electronic flying laboratory, E-2A Hawkeye, touched down aboard USS Oriskany the third week in October to record the first carrier landing of the model on a Pacific Fleet carrier.

At the controls were the Commanding Officer of Carrier Airborne Early Warning Squadron 11, Capt. M. R. O'Neill, and Cdr. Paul Mozley.

CVA-34 is the first West Coast carrier to conduct air operations with

the Hawkeye in preparation for its entry into the Fleet. VAW-11 will begin replacing the E-1B Tracer with the sophisticated E-2A early in 1965.

All FAA Centers Have APC U.S. Now Has Complete Coverage

All 22 of the Federal Aviation Agency's domestic Air Route Traffic Control Centers now provide Area Positive Control (APC) separation to aircraft operating above 24,000 feet. The Boston (located in Nashua, N.H.) and Great Falls, Mont., centers began APC service in November making the list complete.

Virtually all airspace in the continental U.S. between 24,000 and 60,000 feet is now under APC. The exceptions are a few small areas along the Canadian and Mexican borders

where radar coverage is not available at this time.

Only properly equipped aircraft operating in accordance with approved IFR flight plans are permitted in APC airspace. Their movements are observed by 48 FAA and 26 military operated radar sets. APC has helped substantially to reduce the likelihood of mid-air and near mid-air collisions at high altitudes. In addition, the almost solid radar coverage allows two en route planes to be safely separated by as little as three miles.

Positive control was begun in 1958 along three transcontinental airways between 17,000 and 22,000 feet.

O&R Man is 'Outstanding' Feted at Boston Navy Day Dinner

Quonset Point's "Outstanding Navyman of 1964," John J. Giro, AD1, represented the New England Navy shore establishments at the Navy League Dinner in Boston October 27.

The first announcement of his selection was made by Capt. William J. Scarpino, Commanding Officer of NAS QUONSET POINT.

Giro was recommended for his contributions to Quonset Point since October 1961 when he was assigned to the Overhaul and Repair Department. As a Navy supervisor in that department, Giro was instrumental in significantly reducing costs in the progressive rework program of the A-4.

On Navy Day and the next, Giro and his wife were honored not only at the dinner in Boston but also with a special tour of the USS Constitution and an evening at the theater.



IT'S A THREE-MINUTE WASH for this Orion at NAS Patuxent River. This fast procedure is designed to help fight salt corrosion of low-flying ASW aircraft. It is a one-man operation, the fire hydrant supplying the "wash" which can be turned on by a station line crewman on two or three minutes notice. Aircraft are completely rinsed from inside flap wells to the top of the tail by passing through the water one way and coming through again the other way.



GRAMPAW PETTIBONE

Real Wrong

On a beautiful summer day, two F-8E pilots departed a West Coast MCAS for a cross-country training flight to a midwest AF base. The flight was routine except that one of the pilots lost his radio en route. They both landed without incident at their destination.

Approximately 30 minutes behind them, another F-8E driver from the same squadron contacted the tower at the AF base and informed them he had an unsafe gear indication. As a precaution, he blew the gear with an air bottle and landed with no trouble.

The pilots of all three aircraft wrote up their gripes. AF personnel attempted to correct them but were unable to cycle the gear as there were no F-8 aircraft jacks available. The radio gripe was not corrected as repair personnel were unfamiliar with the F-8 radio pack and could not locate the trouble.

The following morning the pilots contacted the Operations duty officer at their home base for instructions. He advised them to bring the aircraft home if at all possible. It was decided that the pilot with the most F-8 experience would fly the aircraft with known gear problems and the no-radio plane would be on his wing. The third pilot took the good aircraft and proceeded on his way.

Prior to departure, the pilots of the crippled aircraft decided they would change their destination to a naval air station 170 miles south if the lead pilot was unable to get his gear up. After takeoff, it was immediately evident that the gear would not retract so the flight leader changed course for the NAS. The wingman had no radio but assumed they were en route to the NAS, as this was the course of action discussed during the briefing.

The two aircraft proceeded on course at 7500 feet after informing the controlling center of the change in destination. The lead pilot experienced radio difficulties en route but

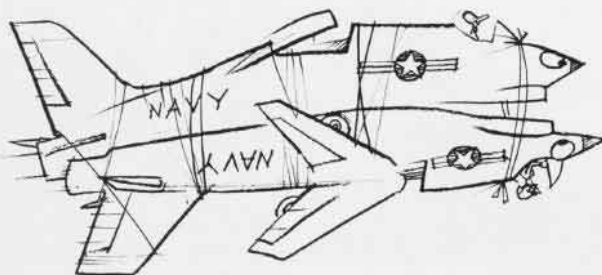
was able to contact the Navy tower several miles north of the field. He informed them of his trouble and told them that his wingman had no radio. The tower immediately advised the pilot that the air station was closed to all traffic as a National Model Aircraft Meet was in progress and suggested he land his flight at an AFB 25 miles west of the NAS.

Contact was established with the AF tower and the pilot stated his problems. The tower operator gave him the TACAN channel at the field and cleared him to the south runway. The flight leader proceeded north of the TACAN to be in position for a straight-in approach to the south runway, but unfortunately there is a municipal airport about six miles NE of the AFB. When it was spotted, the lead pilot set his wingman up for a landing approach. It should be noted that the wingman had no radio and knew nothing about the changes in plans and neither of the pilots had ever landed at any of the fields in that area.

The flight leader set his wingman up for an approach and signalled him to land first. At the same time, he informed the AFB that the aircraft with no radio was in his landing approach



gramp



What a lash-up!

with all gear down. The tower operator finally located the two *Crusaders* and quickly informed the flight leader that his wingman was landing at a municipal field with a 5000-foot runway and no arresting gear. There was no way to get this word to the F-8 pilot as his radio was out, but he was given a red light by the tower operator.

The wingman thinking he was in an approach to the naval air station and an 8000-foot runway, touched down fairly close to the end of the runway and rolled out, using maximum aerodynamic braking. Beginning to feel things weren't exactly right when he was unable to see distance markers, he began to brake lightly at about 110 knots. When it became evident that he could not stop on the runway, he applied maximum brakes but went off the end still doing about 40 knots. The aircraft went over a 40-foot embankment before it stopped—550 feet from the end of the runway. The pilot quickly evacuated uninjured.

The lead pilot, who was orbiting the field, informed the Air Force tower of the crash, then proceeded there and landed without incident.



Grampaw Pettibone says:

Shades of Walter Mitty! If this fiasco wouldn't wilt the lily, nothin' would.

These lads darn near pulled all the stops tryin' to corner the poor judgment market on this one. After sittin' around talking themselves into flyin' two birds with known problems, they make the big decision to use a divert field without even checkin' the NOTAMS. This particular NAS had been closed to traffic all week.

It's downright hard to believe that a flight leader will go wanderin' around unfamiliar territory and set his wingman up for a landin' at a strange field without first identifyin' it.

Several pages could be written on this one but it would all boil down to two words—*poor headwork*. There's plenty of proof here that two wrongs never make a right and it's for sure that this fiasco ranks right along with anything Mitty ever pulled.

Folded Folly

During night recovery operations aboard a CVA off the coast, an F-8E was binged to a ready deck at an auxiliary landing field. Upon arrival

the wings of the *Crusader* were folded prior to parking because ramp space was at a premium. After receiving fuel, the pilot manned his F-8 for the flight to home base. Line personnel assisted him during start then directed the aircraft clear of the parking area, but did not follow standard procedures by signaling the pilot to spread the wings owing to the proximity of other aircraft.

As the aircraft cleared the parking area, the pilot was cleared to taxi to

He then applied approximately one-half negative "G" and the port wing spread. After repeating the procedure the starboard wing spread. During this maneuvering, speeds in excess of 300 knots were attained. With both wings spread the pilot lowered the wing normally and locked it. Everything now appeared normal, so he proceeded to his destination and made an uneventful landing. Luckily, the aircraft sustained only limited damage in the wingfold area.



the duty runway and while taxiing requested takeoff clearance. After being cleared, he lined up on the runway and made what he considered a normal afterburner takeoff.

After becoming airborne, the pilot suddenly became rudely aware that the aircraft was configured in an abnormal manner when he was unable to lower the wing. While attempting to determine his difficulty, he suddenly discovered that the wings were still *folded*.

As he wasn't having any trouble controlling the aircraft, he climbed to 10,000 feet and attempted to spread the wings but found that the wing spread handle would only go to one inch from the normal spread position.



Grampaw Pettibone says:

Holy smoke! Some folk can get away with anything.

Here is an extremely well qualified gent with over 1100 jet hours who let self-annoyance due to a low state bingo get to him to the point that he violated the most basic rule in airplane driving—USIN' THE CHECK-OFF LIST.

This is sure not the first time that things like over-confidence, hurry and pre-occupation have come up as cause factors in a mishap, but it sure ought to be a good lesson to all throttle jockeys. When you really stop and think what can happen as a result of a stunt like this, you get a three "G" pucker standin' flat-footed right there at Happy Hour.



AMERICA'S CARRIER FLEET in 1932 consisted of, from left, the Lexington, Saratoga, and Langley, shown here at Puget Sound Naval Shipyard. They were assigned to the Battle Fleet and operated primarily in the Pacific, conducting winter exercises in the Caribbean.

The Modern Aircraft Carrier

A STUDY OF CARRIERS IN THE FLEET STRUCTURE

First Article in a Series

By Scot MacDonald

The primary object of War Organization is to facilitate Command, that is, to ensure that every man in the force acts promptly in response to the will of the Commander. A secondary object of War Organization is to facilitate Administration, or the supply of each individual in the Force with all that he requires to make it possible for him not only to live, but to move and fight. Both of these objects of Organization—Command and Administration—are, however, really inseparable. The channels through which they act are identical, and the authority which commands is necessarily responsible for the Administration which enables his orders to be carried out.

—Col. Hubert Foster, Royal Engineers, *How Armies are Formed for War*.

THE MODERN AIRCRAFT CARRIER is an efficient machine and an effective weapon largely because it is so well organized and integrated into the Fleet. This has not always been so, some may contend, for it was not until late 1942—after aircraft carriers had operated in real wartime conditions and proved their value—that they were placed into an effective administrative organization. Problems encountered in the Pacific, primarily, demanded a giant step forward for the CV's in the organization of the Fleet.

Prior to World War I, Fleet aviation was in such an experimental stage, and the inventory of naval aircraft so small, that there was no need for an elaborate organization such as

exists today. At that time, no one knew what sort of organization might be needed. The takeoff by Eugene Ely from the *Birmingham* and his landing on the *Pennsylvania* in those pre-WW I years only pointed to a potential. British experiments in aircraft carrier designs during the war excited U.S. Naval Aviators and tacticians, providing impetus to the conversion of the collier *Jupiter* into the Navy's first aircraft carrier, USS *Langley*.

Although successful experiments were made by the U.S. Navy in catapulting aircraft from various ships (including three cruisers) before the war, during the war this experimentation ceased. Immediately after the war, the experiments were

renewed and systems so perfected that tender-based aircraft operated effectively at sea long before the commissioning of CV-1.

The true role of CV's in the Fleet was only hinted at until Fleet Problem IX, in 1929, when *Saratoga* effectively indicated the potential of aircraft carriers by making an extraordinary wide sweep maneuver launching planes that succeeded in "bombing" the Panama Canal, rendering it "inoperable." Thereafter, in Fleet Problem after Fleet Problem, until the tense year before the effective surprise attack on Pearl Harbor by the Japanese carrier-launched aircraft, the U.S. Navy conducted intensive studies on the employment of carriers. The results of some of these studies

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were adopted by the Japanese Navy.

It was not until the establishment of the commands—Air Force, U.S. Pacific Fleet, on September 1, 1942, and Air Force, U.S. Atlantic Fleet, four months later—that the Navy made any appreciable headway in solving the main problems encountered in integrating aeronautics in the Fleet.

"The problem presented by aircraft could not be settled by the creation of a single type command, as for the different classes of ships," wrote historian Henry M. Dater. "Although all planes had common characteristics and required substantially similar equipment and fuel, there existed numerous differences between types, and they were capable of a great variety of operations from all sorts of bases. The development of carriers and seaplane tenders able to accompany the fleet raised the question, early decided in the affirmative, as to whether ships should be included in the aeronautical organization."

"A similar difficulty arose as to whether planes assigned to battleships and cruisers should be under an aviation type command or the same commander as the ships themselves."

In July 1920, General Order No. 533 (reissued as General Order No. 30, series of 1921) was published, providing for the organization of the naval forces afloat into three fleets—the Atlantic, Pacific, and Asiatic. Each fleet was to be composed of forces on a type basis and among them were listed Battleship, Cruiser, Destroyer, Submarine, Mine, Air Forces and Train.

Although a Fleet air detachment had been organized in February 1919 and was present with the Fleet during maneuvers in the Caribbean from February 1919 on, General Order No. 533 was the first to provide for the inclusion of air power as a distinct part of the Fleet organization.

"As the aircraft were not immediately available to supply all fleets," Dater wrote, "this remained largely a paper organization, when on January 1, 1923, the Atlantic and Pacific Fleets were merged into the United States Fleet. The new single fleet was to be made up of a Battle Fleet, a Scouting Fleet, a Control Force, and a Fleet Base Force."



FIRST COMMANDER, Air Forces, Pacific Fleet, was RAdm. A. W. Fitch, shown as VAdm.

This represented an effort to create a permanent task organization, with each part to be assigned the type of ship that it would employ in war operations. Because Control Force was comprised largely of submarines, it had no air component, but provision was made for a Commander Aircraft Squadrons in each of the other three. This organization remained basic, with few changes, until 1942.

When *Langley* was commissioned on March 20, 1922, she operated as an experimental ship for nearly three years and reported to Battle Fleet in December 1924. A move was made in 1926 to transfer her to the Fleet Base Force, but Commander in Chief, U.S. Fleet (CinCUS), disapproved the proposal.

Both *Lexington* (CV-2) and *Saratoga* (CV-3) joined the *Langley* in the Battle Fleet organization when they were commissioned in late 1927. By 1930, confusion existed in the application of the word "Fleet," and General Order No. 211 of December 10 that year changed the names of the two Fleets, Battle and Scouting, to Forces, being subordinate commands to CinCUS. During this period, the Battle Force was concentrated in the Pacific and the Scouting Force in the Atlantic; Fleet concentrations met annually in the winter months, operating in the Caribbean, Panamanian and Hawaiian areas for Fleet Problems and exercises.

After the Fleet concentration of 1932, most of the Scouting Force remained in the Pacific because of the

deteriorating international situation in Manchuria and Shanghai. To give better organization to the air arm, carriers were all assigned to the Battle Force and patrol planes to Base Force. This left the Scouting Force with cruiser planes, previously operated by Commander Cruisers, until that command was temporarily abolished in April 1933.

"The concentration of the fleet in the Pacific increased dissatisfaction with its organization," Dater continues. "There had developed a body of opinion that advocated division into types directly under the Commander in Chief, without intervening force commands."

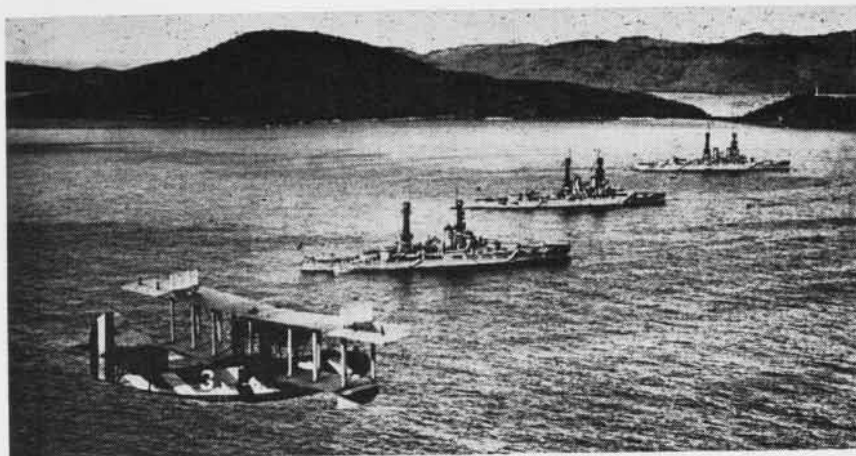
"Although the permanent task forces were retained in the form of the Battle, Scouting and Fleet Base Forces, type commands were superimposed on the existing organization, and in July 1932, a change in the war plans called for a basic war organization on the type basis, with all aircraft and assigned ships under a single command, except for air units attached to battleships and cruisers."

"This arrangement was obviously a compromise. . . . With the transfer of patrol-plane squadrons to the Fleet Base Force and of the remaining aircraft of the Scouting Force, except cruiser planes, to Aircraft, Battle Force, aviation was assigned to two principal commands, each of which exercised type functions within his particular force and one of whom, Commander Aircraft, Battle Force, served as type commander for all Fleet aircraft."

"In 1934, CinCUS took the next logical step when he submitted to his subordinates a rough draft of a letter calling for the consolidation of all fleet aircraft under a single command to be called Air Force, United States Fleet."

This scheme was not carried out. Two years later, the whole question of Fleet organization and command was put to the General Board for study, which made its report in April 1937. Basically, the Board determined "the character of the current Fleet organization is held to be approximate to the requirements and only certain changes in the distribution and assignment of units are needed." The only change it recommended was to assign patrol planes to the Scouting Force, and this did not affect carrier aviation.

CNO had an interesting attitude



IN 1924, **LANGLEY** was barely two years old, still an experimental ship. During this time, most Naval Aviation was tender-based, such as this F-5L flying over part of Fleet during exercises.

at that time. "Carriers are a type that do not lend themselves to tactical organization for all purposes into divisions," he wrote, "like other types. While one or more carriers or their planes may have like tasks in battle or other operations, the very nature of the ships makes their operations individual—that is, they cannot fight in formation. Organization into divisions is useful for administration, command and type training."

With the rise of the Nazi threat to peace, attention was again paid to the Atlantic. A splinter group of the Scouting Force remained in the Atlantic when the Fleet concentrated in the Pacific in 1932. It became known as the Training Detachment and consisted of battleships and sup-

porting vessels. It was removed from the Scouting Force in 1937, redesignated the Atlantic Squadron in 1938 and received its first aviation component in 1939 when the *Ranger* reported for duty. It made "significant progress in the development of amphibious tactics."

Before WW II, there was one more important change in Fleet organization, affecting aircraft carriers. On February 3, 1941, General Order No. 143 (series of 1935) was published. It divided the U.S. Fleet into Atlantic, Pacific, and Asiatic Fleets. The order noted that the U.S. Fleet is an administrative organization for training purposes only, and is a task organization only when two or more Fleets are concentrated or one operating in

conjunction with each other. The three normally operated under instructions of orders from the Navy Department. In the Pacific Fleet, this had the effect of breaking its task organization into three units, with at least one aircraft carrier assigned to each force. Commander Battle Force was designated Task Force One and given the primary mission of training and developing tactics of a covering force. Commander Air Battle Force was designated Task Force Two and assigned the training and development of tactics of reconnaissance and raiding force. Commander Scouting Force was designated Task Force Three and given the task of training and developing tactics for expeditionary and amphibious operations.

In the first month of WW II, FAdm. Ernest J. King was CinCUS, headquartered in Washington. He represented the Navy on the Combined and Joint Chiefs of Staff. These two bodies planned global strategy of the western allies. Once a campaign had been decided upon, the assignment of naval vessels and aircraft was the responsibility of CinCUS. In addition to the two principal subordinate Fleets—Atlantic and Pacific—were a number of smaller Fleets that were in reality permanent task forces—such as the Eighth Fleet in the Med (March 16, 1943), and the Seventh Fleet in the southwest Pacific (March 15, 1943, formerly "MacArthur's Navy"). The commanders of the subordinate



IN BATTLE DRESS at Ulithi Atoll in December 1944, are carriers *Wasp* (fore), *Yorktown*, *Hornet*, *Hancock*, and *Ticonderoga*, and *Lexington* at upper left. Fast carrier task forces were now possible and proved deadly effective. CV's were finding their place in Fleet organization.

Fleets created such task forces within their commands as they deemed desirable.

Under the Pacific and Atlantic Fleets, these subordinate forces sometimes reached such size and importance in themselves as to be recognized as independent Fleets. This was the case with the Third and Fifth Fleets in the Pacific and with the Fourth Fleet in the Atlantic.

In a paper entitled "Remarks on the Development of the Fast Carrier Task Force," Lt. Andrew R. Hilen, Jr., USNR, traced its evolution:

"The carrier task force principle had been adopted in name but only

from the standpoint of carrier task force development was the attack at Lae and Salamaua, New Guinea, on 10 March 1942. This was our first attempt to operate two carriers in wartime in a single disposition, and as such constituted the first phase in the evolution toward the modern task force."

The Battle of the Coral Sea, May 4-8, 1942, was the first decisive engagement in the history of the world in which air carriers played the principal parts and opposing surface ships did not fire a shot or get within sight of one another. The change in naval warfare as represented by this battle was, therefore, as revolutionary as the

that eventually defeated the Japanese.

Much of the success of the carrier task force can be laid to the establishment of the command, U.S. Naval Air Forces, Pacific Fleet in 1942. Until this time, aviation had never been concentrated into a single command in either the Atlantic or Pacific.

Summarized briefly, the functions of RAdm. (later VAdm.) A. W. Fitch (first to assume the command) included the allocation and distribution of all planes, materials, and aviation personnel through the Pacific area, the making of recommendations concerning types, numbers and characteristics of aircraft required for current and projected operations, the ad-



A TYPICAL flight deck scene in the late Twenties shows plane pushers moving Martin T4M torpedo planes of Torpedo Squad, 1 based aboard.



IN SHARP CONTRAST is this view of an F-8 Crusader being readied for launching from a modern carrier as C.O. turns ship into wind.

limitedly in practice; our operation of single carriers with a few cruisers and destroyers in separate task forces restricted the capabilities of naval aviation to search and patrol duties and raids against minor targets. The Japanese taught us that the fast carrier task force could be a much more decisive weapon.

"The first raids of the war, in early 1942, . . . were unpretentious in scale but important in effect; they discovered the potentialities of shipborne air strikes at the same time they revealed the limitations of our task force organization. . . . The perspective of time has shown that these isolated operations were experiments in carrier warfare, conceived in improvisation and born of the necessity of defending a broken Fleet and of learning the methods to be employed by the fast carrier task force of the future.

"The most important of these raids

change from sail to steam.

In reviewing the battle, Adm. King recommended that "screening vessels should be definitely assigned to each carrier so that in case they are separated during attack due to maneuvers or air operations, they would each have their own screen."

The Battle of Midway, the turning point in the Pacific war, was a corollary to the Battle of the Coral Sea. By this time, our effective carrier strength in the Pacific was reduced to four and the carriers operated independently.

As carrier strength increased—to nine in the Pacific by mid-1944 and 17 (CV and CVL) by the end of the war—it was again possible to operate two or more carriers together in a single task group, experimenting until the right combinations were reached, providing a fast carrier task force

vanced training and combat readiness of squadrons, and the preparation of tactical instructions and doctrine for all Pacific Fleet aircraft.

He also had cognizance of all carriers, tenders, and other vessels assigned to the aeronautical organization and served as aviation advisor to the Commander in Chief, Pacific Fleet. On October 14, 1942, the title of Air Forces, Pacific Fleet, was changed to Air Force, Pacific Fleet, and on July 30, 1957, the title was again changed, to Commander, Naval Air Force, Pacific Fleet.

The success of ComAirPac in carrying out his numerous duties led to the formation on January 1, 1943, of a similar command in the Atlantic, headed by RAdm. Alva D. Bernhard. Its title also changed on July 30, 1957, to Commander, Naval Air Force, Atlantic Fleet. ★ ★ ★



CREWLESS SH-3A SEA KING REMAINS AFLOAT AFTER DITCHING OFF THE SHORES OF HAWAII

DITCHED SH-3A AGAIN IN FLIGHT STATUS

THE ADAGE, "What goes up must come down," has been rewritten aboard the Seventh Fleet antisubmarine aircraft carrier USS *Kearsarge*: "What comes down—in the sea—can go up."

This rephrasing is prompted by the restoration to flight status of an SH-3A *Sea King* ditched off the shores of Hawaii. The crew was uninjured. The helo, fully repaired, has since rejoined Helicopter Antisubmarine Squadron Six aboard CVS-33.

Helicopter 65's recovery by the crew of the *Kearsarge* is a "first" involving a *Sea King* downed in the open sea. What is more significant is that squadron mechanics overcame various at-sea repairing obstacles to return 65 to the active list. Difficult repair, such as this involved, normally requires the expert attention of a major Navy overhaul facility. It is rarely undertaken at sea.

But HS-6 squadron electrical and electronic technicians teamed with engine mechanics and metalsmiths and worked almost around the clock to put the helo back in operation. One of the most demanding jobs was scrubbing away the salt water deposits throughout the aircraft.

HS-6, commanded by Cdr. Mark R. Starr is one of the squadrons of Carrier Air Group 53 in the *Kearsarge*. Skipper of the carrier is Capt. Chas. P. Muckenthaler.

New Plans for USS Saipan To be Communications Relay Ship

A BuSHIPS contract with the Alabama Dry Dock and Shipbuilding Co.,

Mobile, Ala., for the conversion of the auxiliary aircraft transport, USS *Saipan* (AVT-6), to a command ship (CC-3) has been modified to call for conversion of the ship to a major communications relay ship (AGMR).

In February 1964, the Navy ordered the contractor to stop work on the conversion of the *Saipan* to a command ship in accordance with a decision not to include a third command ship in the Defense program.

DD Saves 'Dash' Helicopter Incident Occurred During a Test

The destroyer USS *Kyes* reacted promptly to a distress signal from a sister ship, the USS *Eversole*, while steaming south of San Clemente Island recently and saved a helicopter worth \$100,000. The incident occurred during the amphibious operation *Hardnose*.

The *Eversole* was conducting a test flight of the radio-controlled drone, called *Dash*, when the helo began responding erratically to electronic controls. The cause was quickly determined to be within the ship's gear, rather than in the aircraft. The *Kyes* was called for assistance and reacted at top speed, closing toward the *Eversole* in minimum time. The *Kyes* then took control of the runaway helo and landed it aboard. Crewmen checked the *Dash's* fuel tank and found one gallon of fuel remaining.

Both destroyers are units of Anti-submarine Warfare Group Five and Destroyer Squadron Twenty Three.



HOLDING DOCUMENT that transferred military cognizance of Hiller Aircraft Co. Inc., Palo Alto, Calif., from Navy to Army are Assistant SecNav Kenneth E. Belieu, center, and his Army counterpart, D. M. Luevano. Flanking them, from left, are Edward T. Bolton, Hiller vice president; RAdm. E. J. Fahy, Commander, Mare Island Naval Shipyard; U.S. Congressman J. Arthur Younger; BGen. H. S. Schlitz, Commander, U.S. Army Aviation Material Command; and Stanley Hiller, Jr., Hiller founder-president. Hiller, now a major producer of light helicopters for the Army, has been under Navy cognizance for the past 14 years.

KEARSARGE IN THE SOUTH CHINA SEA

By John D. Burlage, J01

THE IMC ANNOUNCEMENT was terse: "Because of North Vietnamese attacks against two of our destroyers in the Gulf of Tonkin, Seventh Fleet strength in the South China Sea is being intensified."

Cdr. William J. Wackers, executive officer, said, "Kearsarge will get underway about 1500 to join those ships already in the area. All leave and liberty are cancelled."

In the afternoon of August 5, *Kearsarge*, commanded by Capt. Charles P. Muckenthaler, and the hunter-killer group, commanded by RAdm. Fred E. Bakutis, steamed out of Yokosuka, Japan, on short notice. Ahead of them were 30 days of constant operations.

The "shadow war" that has torn at the heart of Vietnam for years cast its shadow on the *Kearsarge* men. The ship cruised into the waters of the South China Sea in a situation that could have erupted into a full-scale war. *Kearsarge's* crew and personnel conducted 13 days of round-the-clock air operations.

These operations resulted in the shattering of several flight records and the near exhaustion of pilots and the men who provided their support. Even as *Kay* and the destroyers headed south, skirting the backlash of killer Typhoon *Ida* on their way to the operating area, aircraft from the carriers *Constellation* and *Ticonderoga* were launching retaliatory attacks against communist patrol boat bases and related facilities.

After *Kearsarge* reached the operating area, the ship's officers and enlisted men undertook the stepped-



REPLENISHMENT AT SEA BRINGS BADLY NEEDED STORES TO KEARSARGE FROM UNREP SHIP

up pace of Seventh Fleet operations. The area the pilots flew over was an extensive one. From a position off the coast of South Vietnam in the west, quite a way to seaward and north and south, there were 150 miles or so to cover.

Four new monthly flight time records were established in the Pacific in August by CVSG-53 squadrons aboard *Kearsarge*.

During the one-month period, HS-6, flying the twin-jet SH-3A *Sea King*, amassed a total of 1292 hours to break the previous monthly flight record of 1134 hours.

VAW-11's Detachment *Romeo* flew its five EA-1E *Skyraiders* for a total of 501 hours breaking the previous record of 431. The detachment is one of the last Navy units to fly the *Skyraider*.

VS-21 and VS-29 each broke the Pacific Fleet record during the same period with 906 and 927 flight hours, respectively. The previous record was 905 flight hours for a one-month period. Both squadrons fly the S-2F.

Flying the A-4B *Skyhawk*, the *Romeo* Detachment of VA-153 chalked up 190 flights to break its previous record.

In addition to the intensified operations brought about by the crisis, pilots and supporting personnel con-

ducted two special ASW drills—one lasting a day and the other two days—plus daily supplementary drills with destroyers.

Along with their regular duties, VA-153 provided assistance for combat air patrol for the force.

For *Kearsarge*, the first phase of the Gulf of Tonkin crisis ended September 4 when the ship pulled into Subic Bay for a five-day upkeep period.

In commenting on *Kearsarge's* August operations, Capt. Muckenthaler said, "We can rightly take pride in our efforts during the past month, for although we may have lost some hours of liberty, in the long run we may have insured a greater liberty for ourselves and other freedom loving people as well."



FLIGHT CREW LINES UP DOUGLAS SKYHAWK



AN HU-1 'ANGEL' LIFTS OFF FLIGHT DECK

CARF GIVES THE LONG GREEN LIGHT



WHEN NOTORIOUS 'WOMEN' threaten air stations, the Navy's hurricane evacuation operations are activated. The FAA's, CARF insures that the necessary altitudes and air routes are clear for mass exodus of aircraft to inland areas and safety from potentially destructive weather.

WHILE A NUMBER of notorious "women" wreaked havoc on the United States earlier this year, a number of men in the nation's capital kept a wary eye on their activities. The men were air traffic control specialists assigned to a division of FAA called CARF—Central Altitude Reservation Facility. The women were hurricanes, violent and unpredictable. As they whipped their destructive way across the country, the men at CARF carefully and calmly kept open a slice of sky for fleeing armadas of military aircraft operating under hurricane evacuation conditions.

These operations, for all the flying services, require extensive preparation and careful execution. But for CARF, as veteran controller Mr. Donald A. McConnell puts it, "a hurevac is just another mission." The facility handles major flights like the hurevacs every day.

Although CARF is comparatively unknown in Naval Aviation circles, it has been an active and highly effective member of the FAA team since

By Lt. Rosario Rausa

it branched out from the network of air control centers in 1956. Increased military operations with faster, higher-flying aircraft capable of trans-continental ranges, especially in the Strategic Air Command (SAC), created a coordination problem between the centers.

CARF was formed to solve the problem and to consolidate the authority to approve altitude reservations in a single office. Since then, all the military forces have used CARF for special, operational flights conducted over American soil and adjacent areas. This includes space in the North Pacific, areas surrounding Wake and the Hawaiian Islands and expanses in the Atlantic north of Bermuda down through the Caribbean.

Originally, offices were located in Kansas City, but in 1963, CARF shifted to Washington, D.C., with temporary quarters across the Potomac River in Falls Church, Va. In April 1964, the facility moved into new

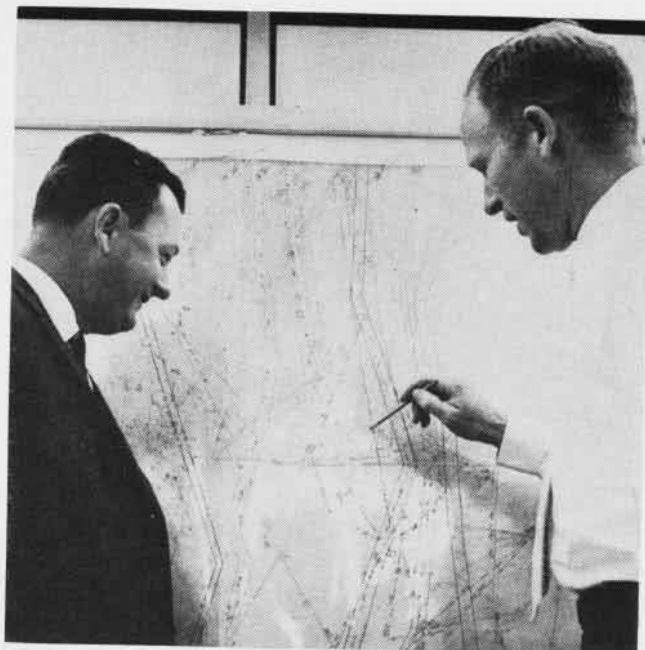
headquarters in the recently constructed FAA building. Staffed with 30 well-trained men with experience in either tower, center or radar approach control operations, CARF is a surprisingly small outfit in the light of its mission and the volume of traffic it handles. For example, in 1963 the facility made altitude reservations for 14,620 missions, involving a total of 41,767 aircraft. The 1964 figures should exceed these.

For the most part, CARF handles military operations. On rare occasions a civilian unit may request airspace for an experimental test or for a FAA aircraft check of certain navigational elements in the airways route structure. The Air Force's Strategic Air Command (SAC), Tactical Air Command (TAC) and Air Defense Command (ADC) are CARF's biggest customers although the Navy quite regularly uses the facility for research operations over the ocean or for special flights, such as the F-4 cross-country speed runs in 1961.

When a unit wishes to reserve a



CONTROLLERS AT CARF headquarters in Washington have wide experience in tower, center or radar approach control operations.



FLIGHT ROUTES are drawn on maps which line walls of CARF's office and are dated to show missions to be flown in each 24-hour period.

space in the sky for its exclusive use, a request is submitted to CARF well in advance by mail, teletype, phone, or in person. Officials study the mission request, determine its justification and, if it is approved, plot an intended flight path on one of the five by eight-foot map boards which line the walls of CARF's modern but unpretentious working area. The facility does not communicate directly with pilots while the actual mission is being flown but is advised of completion of the flight. The centers themselves maintain communication with flight leaders.

A long-range strike exercise involving a four-plane division of supersonic jet bombers, for example, might launch from a far corner in the state of Maine, swing south and then west across the continent to a simulated target in Colorado and return to its starting point with in-flight refueling accomplished en route. A color code is assigned to this exercise and a line meticulously drawn in that color along the flight route with ETA's carefully noted at certain selected points. Coordinators at CARF then thoroughly analyze each mission profile and compile and study the data until all altitude and time conflicts have been determined.

Next, the centers whose airspace will be penetrated are informed. Safe separation from all expected traffic

is checked and double-checked. Missions, incidentally, don't always involve a single altitude as in the Air Force's "oil-burner" flights which are like Navy hi-low "sandblowers."

Approximately 60 per cent of the flights at CARF operate in foreign airspace, so coordination with centers in other countries is necessary. In Canada, ARCO—Airspace Reservation Coordination Office—is a counterpart of CARF and is of particular help since many flights pass through the airspace of our northern neighbors.

Requesting units are issued a clearance in the same terminology used by centers in processing an instrument flight plan. All appropriate agencies, civilian and military, who are in any way involved with the mission are advised of times, altitudes, etc., by teletype or voice circuits. CARF also issues NOTAMS for most domestic operations. For those exercises anticipating over-the-ocean flight using more than one level simultaneously, international NOTAMS are sent out.

In the event of a national emergency, the ADC notifies CARF which, in turn, alerts all air traffic control centers and certain FAA administrative posts. Throughout all of its operations, CARF exercises tight security control over those missions which warrant it. In fact, priority numbers for missions are assigned by the JCS.

Presidential flights, for example,

rate a number one priority. A SAC airborne alert has priority number two. Other types of missions have flexible priority listings and, depending on the circumstances, are elevated or dropped downward. Hurevacs normally are given priority number four. In a few cases, CARF must cancel an entire operation.

The facility is a 'round-the-clock, seven-days-a-week activity. Constant efforts are made to improve and expedite processing of missions and toward this end, liaison is maintained with the military. When a particularly big exercise is in the offing—one involving an entire wing of aircraft flying from the U.S. to Europe, for example—CARF will send a man or men to the base from which the flight will begin weeks in advance. Conferences and meetings are held regularly to improve operations.

Mr. Joseph Regan, Division Chief at FAA, is proud of CARF and the role it plays for the armed forces in the jet age. Military men who have utilized the facility are understandably glad that it exists for, without CARF, their flight operations would more than likely be subject to delay and confusion. As Mr. Regan said, "Working with us is like calling up Triple 'A' before making an automobile trip and getting a green light from Washington all the way across the country to California."

CORAL SEA TAKES PART IN 'UNION SQUARE'

By Alan R. Mutke, JO2, USN



AN A-3B SKYWARRIOR straddles #3 catapult as one of three catapult crews makes final check to guarantee the aircraft a smooth launch.



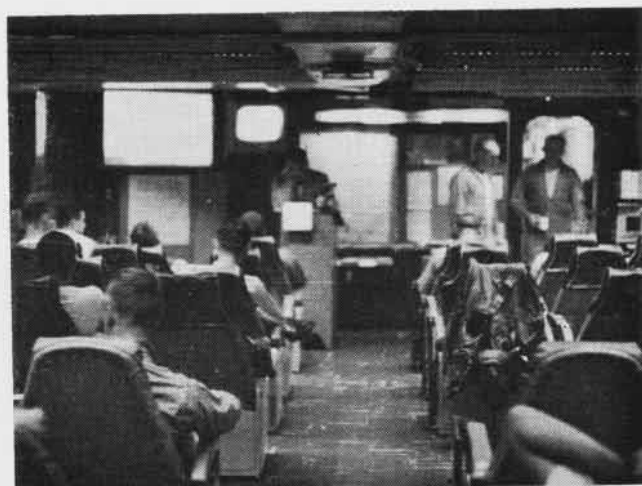
VADM. RAMAGE (left) and Cdr. C. H. Lindberg, VAH-2 C.O., return from air recon.

DURING EXERCISE 'Union Square,' conducted off the coast of the United States in October, VAdm. Lawson P. Ramage, Commander of the First Fleet and commander of the exercise, boarded USS Coral Sea. The attack carrier, commanded by Capt. Pierre N. Charbonnet, Jr., is the flagship of RAdm. Edward C. Outlaw, Commander Carrier Division One. One other carrier, USS Hancock, also took part in the exercise. Underway replenishment was provided by Fleet oilers Neches and Cacapon.

In all, 18 surface ships, two submarines and several naval units participated in the week-long exercise. The 'friendly' task force was under the tactical command of RAdm. E. W. Miller, Commander Cruiser-Destroyer Flotilla Seven. The 'opposing' forces were commanded by RAdm. John MacNay Taylor, Commander Naval Defense Force, Eastern Pacific.



THE HANGAR BAY is cluttered with CVW-15 aircraft as final repairs are made before planes are transferred to the carrier's flight deck.



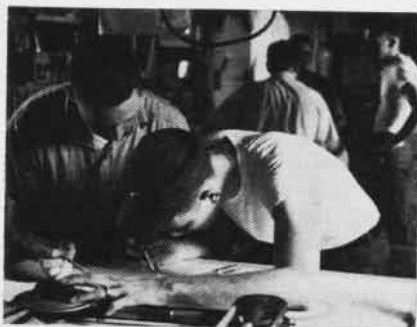
BEFORE MANNING aircraft for Fleet Exercise "Union Square" CVW-15 pilots are briefed on what is required of them and their planes.

NAVAL AVIATION NEWS



THIS IS CORAL SEA'S flight deck seconds after launch. Mission of the carrier was to support the carrier's land-based allies. VAdm.

Ramage praised CVA-43's operational, material and logistic readiness and particularly lauded the outstanding performance of personnel.



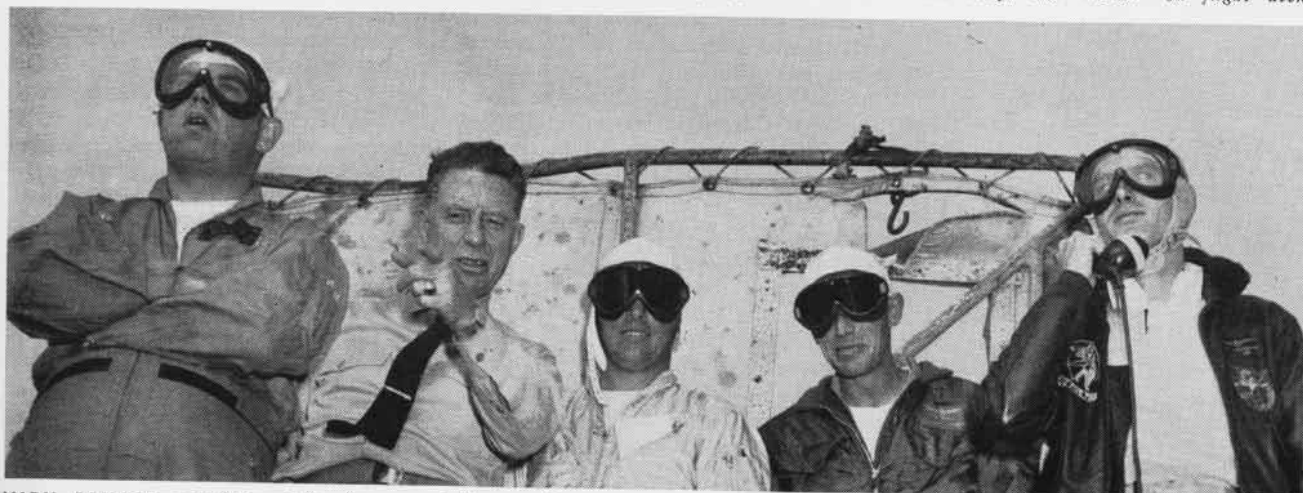
MANY HOURS of planning and calculation were spent before exercise to insure success.



A PHONE TALKER at one of carrier's three gun mounts checks his firing calculations.



DURING GENERAL quarters operation, another talker relays the "action" on flight deck.



VADM. RAMAGE, second from left, observes and discusses the various carrier landing techniques with Coral Sea's LSO's during flight

operations. In the three days he spent on the carrier, he roamed its decks, while observing the daily routine of a warship in battle.

A WITNESS TO THE AMERICAN PROMISE

By Lt. Joseph A. Pursch,
USN, MC.

CHRISTMAS 1962 like any other Christmas meant different things to different people. In downtown streets the holiday decorations had been out since Thanksgiving Day and disc jockies had worn deep grooves into the standard Christmas carols. Air lines were booked solid for last minute homecomings, everybody was hoping for snow, and ministers were preparing sermons on "peace on earth, goodwill toward men."

The 4000 officers and men of the USS *Forrestal* were awaiting Christmas on their floating home away from home, at anchor in the Bay of Naples, Italy. The wreaths of holly had been up for only a day. There were no prospects for any last minute homecomings and snow was not expected even by the ship's aerologist.

For days now Cdr. Cunningham, the ship's Chaplain, had, like men of the cloth the world over, been searching his mind for an appropriate Christmas message for his shipmates. A gaunt, long-nosed man, gentle of speech and devoid of the pious frown, he was a man among men in the eyes of his comrades. From his daily ministrations, he knew their lives and their problems.

It was the morning of Christmas Eve, and the good padre was still discarding various ideas for a Christmas



... Not a snowflake in sight.



The CarDiv Band played no jazz, but 'O Come, All Ye Faithful.'

sermon when, over the rim of his wardroom cup of coffee, he became aware of Lt. John Costanzo sitting opposite him. The Chaplain suddenly knew, with unmistakable clarity, that his prayers had been answered. He felt positively inspired. He hustled the surprised pilot into his office and after several minutes of animated discussion, he had persuaded the Lieutenant—and "it was all set."

Later that evening the Christmas Eve party was well under way when the Chaplain arrived in hangar bay 2. The special services gang, bristling with good intentions, had made a valiant attempt to transform hangar bay 2 into a recreation hall. Colorful streamers dangled from drop tanks hung on racks high above the deck. A huge "Merry Xmas and a Happy New Year" banner topped the white-lettered *Forrestal* motto, "Power for Peace," on the starboard bulkhead. The hatches, framed with holly and the mistletoe, drew sarcastic chuckles from skylarking sailors.

Many of the ship's officers and men were packed into rows of folding chairs around the stage (the squared ring left up from the previous night's boxing matches) and the ComCarDiv 4 Band, better versed in snappier rhythms, was playing "Oh, Come All Ye Faithful." Spiritless "Holiday Punch" made the rounds and the

motherly steward from the forward galley was personally directing the cookie distribution. Several ho-ho-ing Santas with bulging laundry bags were squeezing through the aisles and errant jelly beans rolled irretrievably to the steel deck.

On the stage the "Yodeling Yeomen" showed what they had learned on a ski tour to the Alps, then yielded to the wailing guitars of "The Four Steam Cats" who were the favorites of the younger set. The MAA men caused near pandemonium with a skit entitled "Sheerluck Holmes" and a mood of slap-happy comradeship ran high. In the front row of chairs the department heads were praising the talents of each other's boys and the party appeared just about over when the Chaplain took the microphone to announce that "our own St. Nick" would now come on.

When "St. Nick" climbed onto the stage, he was greeted with uneasy laughter, a few nervous whistles and sporadic, uncertain applause, for this Santa was Lt. Costanza. He was wearing the traditional white beard which contrasted sharply with his flight suit, G-suit and APH5 hard hat. In the abrupt silence that followed, he stepped to the microphone and soberly announced that, in accordance with Chaplain Cunningham's request, he would now tell a Christmas story. In

his colorful, mildly accented English, familiar to most of his shipmates, he began the story of an orphan-refugee Naval Aviator, Giovanni Costanza.

IT BEGAN in the war-scorched, snow-covered ruins of northern Italy in 1944 when Allied troops found Giovanni as a five-year-old starveling and handed him over to a local orphanage. He told how the sisters, with meager food and selfless care, nursed his emaciated body and began giving him hope for living. By Christmas of the following year, although he was able to walk, his future looked dim as ever. Then that dark miracle of chance came into Giovanni's life in the form of a letter from America. A widow from Sioux City, Iowa, had pledged \$10.00 per month to support him. The out-stretched "seeking hands" of a refugee child in a magazine ad had reached across an ocean and touched her charitable heart.

"But more important," the lieutenant went on, "she sent me a Christmas present, a silver medallion to wear around my neck."

The raucous party spirit had given way to rapt attention. Though only a few had previous knowledge of Lt. Costanza's humble beginnings, at that moment all hands knew, as only children know, that miracles can happen.

Over the ensuing years, Giovanni faithfully wrote to Mrs. Williams, the widow, in labored grade-school English. Her letters to him were like a rainbow of hope from a distant world of green prairies and shining cities. Then one day he departed for the "land of opportunity."

Riding the train to Sioux City was like returning after a long, unhappy time away from home. But his benefactress had died. Standing by her grave he felt that one refugee was saying good-bye to another, for, as worldly possessions go, she had been poor, too. "But I was in the land of the most generous people on earth," he explained. "There was opportunity, and she had endowed me with hope and a purpose."

There followed years of dishwashing, window-washing and storm window selling to support himself and finance his academic studies. With his eye on achievement and hope in his heart, he literally sang in his toil. The boy grew to manhood, studying and working. There were, of course,

uncertainties about the future, but these vanished when he decided to enter the military service. He wanted to serve his new country as a Naval Aviator and he knew that his benefactress would approve.

Standing before his thoughtful shipmates, clutching his silver medallion, John Costanza looked for all the world as if he held the hope of mankind in his hand. There came to the men a vision of his life, and through it, the realization that he had actually been born at age 7 through the generosity of a fellow human being, and that the noblest form of charity was to give a man a chance.

"To conclude my story, I will read to you the inscription on this silver

Illustrated by
Lt. Neil F. O'Connor, USN

medallion. It is what you and I are prepared to fight for. It was written by Thomas Wolfe in *You Can't Go Home Again*.

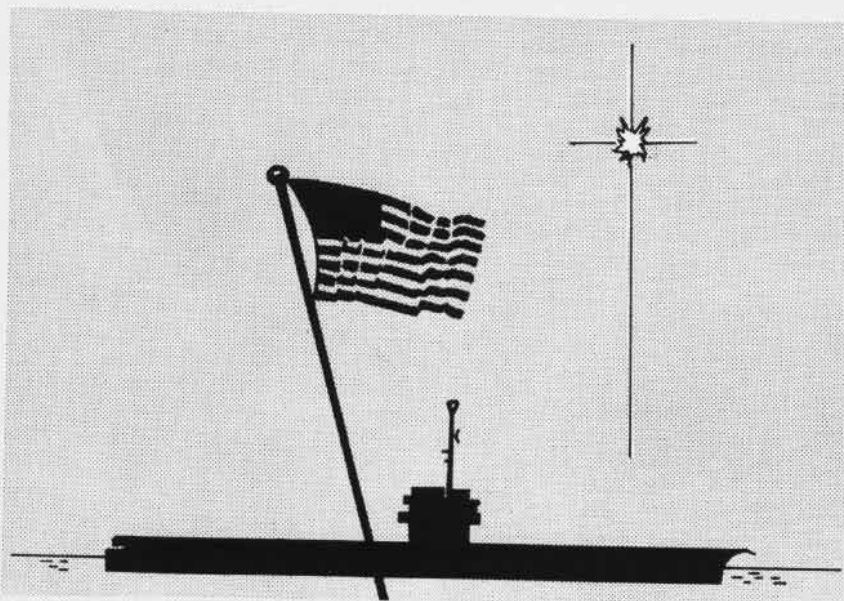
"So, then, to every man his chance—to every man, regardless of his birth, his shining, golden opportunity—to every man the right to live, to work, to be himself, and to become whatever thing his manhood and his vision can combine to make him—this, seeker, is the promise of America."

IT WAS Christmas the world over that night and in the Bay of Naples, the men of the *Forrestal* sang "Silent Night, Holy Night." A rocket's throw to the north, children were caroling in an Austrian village, a missile's shot to the west, "Oh Tannenbaum" resounded in the hills of Vermont, and 90 miles south of Miami weeds were growing over abandoned missile sites. The birds of war on *Forrestal's* flight deck, their wings folded, stood like men with arms raised toward heaven in supplication for peace. In the clear starry night her lights were seen for miles around, like the Morning Star must have been seen a long time ago.

While men negotiate for a war-less world and America's promise evolves toward a global reality, *Forrestal*, or someone like her, will be there with "Power for Peace."



New use for a laundry bag.



On a silent night, a guardian of America's promise stands watch.

NAVY TESTS ARMY HELICOPTERS



BELL OH-4A

OVER A SIX-WEEK period recently, six men from NATC PATUXENT RIVER tested light observation helicopters, designed for Army use, at the Army Aviation Test Activity, Edwards AF Base.

The Navy is interested in the Bell



HILLER OH-5A

OH-4A, Hiller OH-5A and Hughes OH-6A as a possible replacement for the TH-13M trainer. The three Army helicopters were evaluated "side-by-side."

Conducting the tests were Navy pilots Lt. Henry O. Gerlach and Lt. Willard H. Salo; engineers Joseph Comer, Hubert Gilgenbach and John Snoderly; and instrumentation engi-



HUGHES OH-6A

neer Thomas Norris, all of the Rotary Wing Branch, Flight Test Division at Patuxent.

The Navy specialists were completely supported by the Army in their tests of the light observation helicopters. The helicopters are dual-controlled and carry two additional crewmen or troops.

The Navy flight tests at Edwards covered stability, control, and performance. At the same time the Patuxent River men were at Edwards AF Base, Ellyson Field pilots were at Fort Rucker, Ala., (another Army test facility) testing the same type helicopters for mission suitability related to training.

All three LOH contenders are equipped with the T-63 Allison turbine engine which develops 250 shaft horsepower. Its extremely small size—roughly twice the size of a large tin can—has helped provide more space in the helicopter and ease of maintenance.

On October 29, the Department of Defense announced the LOH selection had been narrowed to the Hughes and Hiller models with a final winner to be named in the near future. Flight test data still to be studied will be of great interest to the Navy.

Quonset Aids Coast Guard Helo-Lifts 2130-Pound Light Tower

When the Coast Guard asked NAS QUONSET for assistance, the response was affirmative.

A helicopter was needed to lift a 2130-pound tower from the stern of a Coast Guard tug and place it on a six-foot square cement foundation on Halibut Rock, a 200-foot square, barren rock island 17 miles south of Bar Harbor, Maine, and two miles offshore.

The request came from South West Harbor Coast Guard Station. The station had been unable to obtain a sea-going crane, and its own helicopter was incapable of lifting the heavy 18-foot tower which was to replace a 30-year-old navigation light tower, no longer operative.

At Quonset the assignment was given the search and rescue helicopter crew and their Sikorsky UH-34D.

After one man was lowered to the tug and another to Halibut Rock to

direct the aircraft, the helicopter piloted by LCdr. Richard H. Spencer and copiloted by Lt. J. Andrew Glutting made the tricky, potentially dangerous hookup to the top of the swaying, upright 18-foot tower. Because of the weight, an unseasonably hot day and less than 10 knots of wind, the lift required maximum performance from both aircraft and crew.

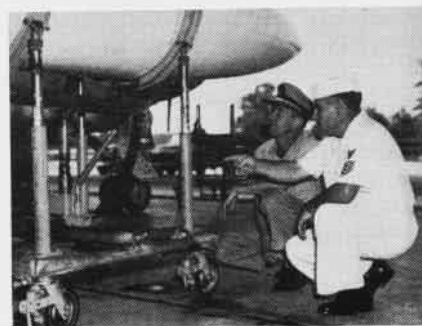
The 200-yard lift to the foundation was accomplished in just three minutes. This saved a day's labor for 40 men since the only alternative would have been to use a shallow draft boat and that large a crew to put the tower in place.

"Dugan's Dolly" Does It Reduces Labor on A-6 Fuel Tanks

Robert Dugan, ADR1, of Attack Squadron 85 based at NAS OCEANA, has devised a carrying cart, or dolly, which sharply reduces the man-hours and physical effort formerly required in handling fuel tanks on A-6 Intruders. Dugan also designed and built a smaller version of the dolly for use on A-1H Skyraider tanks while in VA-85 (see NANews, Dec. 1962, p. 23). The squadron transitioned to Intruders this year.

The dolly is operated by a hydraulic jack which raises and lowers cradle arms fitted against the tank. Previously, fuel tanks had to be defueled before routine maintenance handling. (If tanks are to be stored or if they won't be re-installed right after the maintenance work, they still must be drained and purged.) The dolly eliminates this step and provides maintenance men a better safety factor since they need not manually hoist and lower the tank.

Dugan's device weighs about 300 pounds, is made mostly of spare parts and can be dismantled for transport aboard ship when squadron deploys.



DUGAN AND HIS C.O., WITH THE DOLLY



AOE-1, FIRST OF ITS CLASS, HAS THE NEWEST UNREP EQUIPMENT

HELO PLATFORM GIVES SACRAMENTO VERTICAL ARM FOR UNREP

SACRAMENTO—FAST COMBAT SUPPORT SHIP

THE USS *Sacramento*, AOE-1, is a huge, fast combat support ship which is rapidly proving itself a valuable asset to the Pacific Fleet. First of a new class of ships, she combines the functions of the AE, AO and AF in that her cargo includes ammunition, fuel and reefer-type stores.

Designed to operate with and sustain a single carrier striking force, *Sacramento* is equipped with the latest in unrep equipment. AOE-1 expedites replenishment operations and, with its three-in-one supply load, reduces maneuvering and alongside time for the receiving ships.

The USS *Sacramento* can carry one and one-fifth the fuel of an oiler. Her capacity for fuel oil, JP-5 and aviation gas amounts to 175,000 barrels or more than seven million gallons—enough to drive the average car for 8750 years. More than 1.5 million

gallons of fuel can be pumped from port and starboard stations each hour.

The ship can carry 1600 tons of ammunition, including missiles (specially designed mechanisms are used in handling missiles and rockets), 250 tons of dry stores, 250 tons of refrigerated provisions and a considerable amount of miscellaneous cargo and mail. Three UH-46 helicopters lend an airborne arm in replenishment activities and operate from a landing platform on the fantail. Hangar space is also available for the helos.

The "M" frame design of the unrep gear replaces the booms and kingposts used on other vessels. This equipment enables *Sacramento* to remain a safer 180 to 200 feet away from the receiving ship. More maneuvering room is available than previously when a 120-foot distance was maintained.

There are six starboard and nine

port replenishment stations on AOE-1. Her biggest customers, the carriers, normally hook up on the port side. The ship is 792 feet long and has a full-load displacement of 53,600 tons. Her turbines drive two shafts and can develop 100,000 horsepower. She is equipped with surface and air search radar and packs an ordnance punch with four three-inch/50 cal. twin gun mounts.

The USS *Sacramento* was built by the Puget Sound Naval Shipyard in Bremerton, Washington. The keel was laid in June 1961, and the ship was launched in September 1963. After commissioning in March of this year, AOE-1 went through a shakedown period. In October she joined Commander, Service Force Pacific Fleet, with Capt. Mark M. Gantar commanding a crew of 22 officers and 487 men.

A second fast combat support ship, the USS *Camden*, is under construction and is scheduled to be launched at Camden, New Jersey in February 1965. She will serve in the Atlantic Fleet.

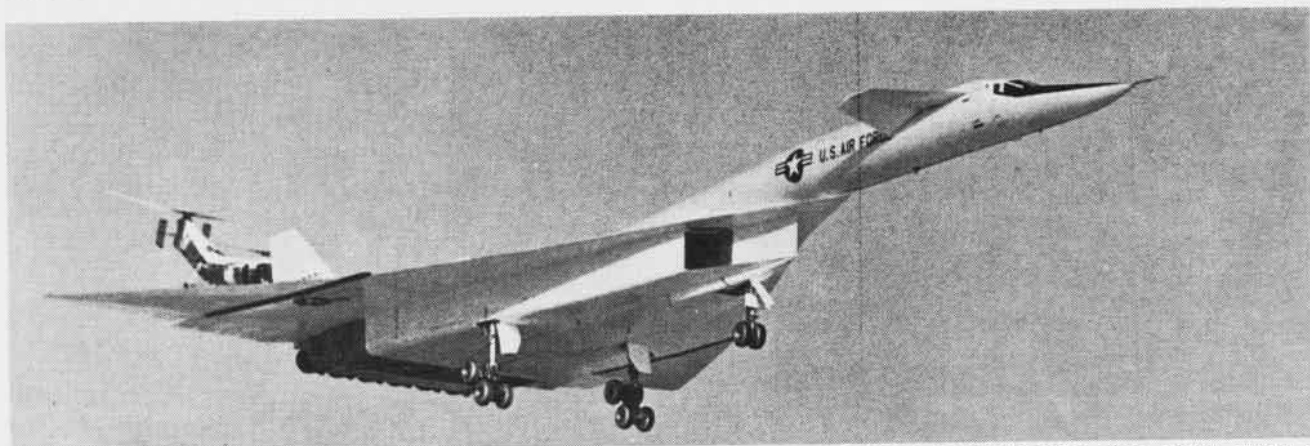
The integration of *Sacramento* into the Fleet exemplifies the progress sought by the modern Navy. As far back as World War II, men were considering the concept of one-stop replenishment.

The USS *Sacramento* adds new strength to on-the-line ships by expeditiously keeping them fueled, fed and fully armed. ★ ★ ★



AOE-1, 792 FEET LONG, REPLENISHES MIDWAY WHILE USS WILTSIE STEAMS ALONGSIDE

NEW FALL FASHIONS IN AIRCRAFT



USAF'S NORTH AMERICAN AVIATION XB-70A, MAKING FIRST TAKEOFF, FEATURES A CANARD CONFIGURATION, WILL REACH MACH 3



TRI-SERVICE V/STOL ASSAULT TRANSPORT, LTV-VOUGHT'S XC-142A, MADE THE FIRST FLIGHT AS AIRPLANE WITH TILT WING UP 10°



MARINE'S NEW HEAVY ASSAULT HELICOPTER IS THE SIKORSKY CH-53A. FIRST FLIGHTS WERE MADE TO TEST HOVERING CAPABILITY

Unlike the fashion designers whose new dresses at any time tend to show certain basic similarities, aircraft designers proved the variety of their approaches when new military aircraft were rolled out this fall or made their first flights. A wide variety of basic shapes is on display. Increased military effectiveness in new aircraft will come from exploiting their capabilities at both higher and lower speeds—in some cases, in the same aircraft. Wing folding and tilting and tail-first configurations are the airplane designers' way of providing the desired capabilities. There should be little trouble in separating these aircraft in pictorial recognition lessons and in flight.



ROLLED OUT WAS FIRST F-111, SEEN HERE WITH WINGS FORWARD FOR SUBSONIC FLIGHT



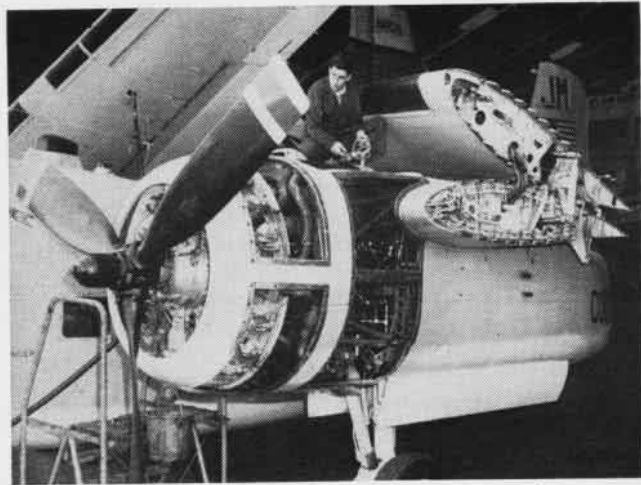
GD/CONVAIR'S 'CHARGER,' A COIN PROTOTYPE, HAS LAYOUT LIKE NAA'S COMING OV-10A



BRITISH TSR-2, BUILT BY BRITISH AIRCRAFT CORPORATION, IS A HIGH/LOW ALTITUDE, HIGH SPEED, STRIKE/RECONNAISSANCE AIRCRAFT



A HOLIDAY COD flight from Naples is made by a VR-24 Detachment C-1A Trader to an aircraft carrier somewhere in the Mediterranean.



ROBERT MEADE, ADR3, assigned to VR-24's Naples Detachment, services a Trader in the Detachment's hangar at Capodichino Aeroporto.

Benvenuti a Napoli

NAPLES AND ITS AVIATION ACTIVITIES

By Scot MacDonald

HIGH IN THE PRECIPITOUS hills of Naples, Italy, in a section of the city called Posillipo, is an imposing complex of buildings nestled in the S-bend of the via Michelangelo da Caravaggio. To the north of the semi-crater, upon which Neapolitans cluster in perched, pastel-painted houses, and inland, is Capodichino Aeroporto. Between the two, near the Nuova Stazione Marittima, is an area designated Fleet Landing. All are important to U.S. Naval Aviation in the Med and Eastern Atlantic, and to our NATO allies.

At the Posillipo complex is the headquarters for RAdm. Benjamin E. Moore, ComFAirMed, and related activities. At Capodichino is NAF NAPLES, a busy detachment of Rota-based VR-24, and the local representative of the Naval Air Logistics Coordinator, Europe (NALCoEurRep). Fleet Landing provides Sixth Fleet sailors the doorway to one of the most exciting, historic, and ideally located liberty ports in that part of the world.

A basic mission of Adm. Moore's command is to provide air logistics support for the Sixth Fleet and other U.S. Naval forces in Europe. This includes providing air terminal services at designated facilities or stations, and providing air transport for—as well as coordinating delivery of—

mail, passengers, and cargo.

This is not an easy thing to accomplish, far from it. It is extremely complex, as this excerpt from an article on the Sixth Fleet indicates, published in NANews in April 1963:

"Each of the countries around the Mediterranean has its own adaptation of the International Civil Aviation Organization (ICAO) rules and regulations governing air traffic, and each has areas into which military aircraft are restricted from flying, except under very limited conditions.

"Further, commercial air lanes criss-cross the Mediterranean, creating traffic problems as complex as those on the East Coast of the United States, greatly reducing the air space available for military operations. In the past two years, the number of new air routes has increased. It has been predicted that many more will be established in the near future."

Because he is the designated NALCoEurRep for Commander in Chief, Naval Force, Europe, ComFAirMed determines what traffic will be moved in the NavEur area. Cdr. Stephen J. Shea, on Adm. Moore's staff as Air/Sea Services Coordinator, works very closely with Cdr. Phillip W. Oddo, Officer in Charge of a

small group of men TAD from VR-24 Detachment at Naples to the ComFAirMed staff. The small offices Cdr. Oddo works in at NAF NAPLES are the operating base for the NALCoEurRep. The jobs of Cdr. Shea and Cdr. Oddo are distinct but related.

Cdr. Oddo schedules passengers and cargo. It is Cdr. Shea's job to provide administrative liaison and in the position Shea renders valuable service. A former carrier pilot, he is familiar with the problems of COD flights. He has a Master's degree in International Affairs from George Washington University, and is knowledgeable on the shifting political situations in the area.

Should a U.S. Embassy ask NALCo to move local officials to another country and Oddo determines that aircraft are available, he consults with Shea who knows the political ramifications attendant with the move and which countries en route the aircraft may stop in for refueling, thus avoiding any possible embarrassment.

Busiest traffic point "worked" by Cdr. Oddo is the Naval Station at Rota, for most MATS and contract flights land there. NAF NAPLES at Capodichino is also important, for information is funneled there from all air terminals. NAF SIGONELLA, Sicily, and Kenitra, Morocco, are still very much used by NALCo-controlled air-

craft. Air Terminal Officers are assigned at all locations, except Sigonella, where the Operations Department handles these functions.

No aircraft are assigned NSA Villefranche, but Navy planes do use the facilities at Nice International Airport. A Naval Representative assists at Madrid and at Gibraltar. Frequent runs are made to West Malling, near London, in support of CinCUSNavEur, located in London.

To accomplish the various lift requirements, NALCoEurRep utilizes C-118 Skytrains and C-130 Hercules for station-to-station flights, and C-1A Traders for carrier-on-board-delivery lifts. The heavier planes usually operate out of Rota while the COD planes fly out of Naples.

Work loads vary, changing with the shifting needs of the Sixth Fleet. Cdr. Oddo's busiest season is in June, July, August and part of September. These are the warm months, made warmer by increased activity. The Naples office is kept so busy, at times, that only one officer and two enlisted men are permitted to go on leave at the same time.

Because of the detailed information it is necessary to learn, it takes four to seven weeks to train enlisted men reporting to NALCoEurRep for duty, and almost as long for officers. Transfers are closely planned to permit training of newcomers. "A man must be alert, must have a retentive memory," says M. J. Lizzul, ADRC, a center supervisor at Naples. "If he is not on the ball, we can't use him. He could do us more harm than good."

The NALCo office operates on three shifts, approximately five men to a section. The sections operate on eight-hour shifts, starting at 0800. Every two weeks, the men on one shift move to the following shift, rotating so that no one team is stuck with the night shift.

The center supervisor is normally a CPO, responsible for both daily performance on the job and for job training. Working for him are four flight loaders who issue load directives for various flights—approved by the Duty Officer—as well as a ship's plotter. There are four assistant flight loaders, second class petty officers, and a yeoman.

The ship's plotter is a quartermaster responsible for keeping the various complex boards up-to-date



RADM. BENJAMIN E. MOORE, ComFAirMed, is shown here during a visit to USS Intrepid.

and accurate. These boards show all ships in the Mediterranean area and the ports they may be in. He receives ten to twelve movement reports a day.

Two message drafters handle 20 to 30 flight advisories a day. They are excellent typists and proofreaders, but not necessarily communications personnel. In fact, Cdr. Oddo prefers yeomen and personnelmen for this work because of the number of logs and records they must maintain.

There are three messengers whose job it is to pick up messages at Communications. Actually, these men, SN's or AN's, are in training for other jobs.

There are five duty officers to maintain a 24-hour watch.

The NALCoEurRep office receives "on hand" reports from all locations in the Mediterranean network. This report gives a listing of passengers, cargo and mail by priority, from location to destination. A "remarks" section of the report indicates "out-



CDR. CARL Wiesendanger is the Officer in Charge of the VR-24 Detachment at Naples.

size" cargo requiring C-130 lift, perishables, dangerous cargo that would preclude a passenger-cargo mix, and deadline dates. He gets a similar report from the Senior Officer Present, Afloat in each port.

NALCoEurRep then schedules the flights, about a week in advance, issues load directives, telling the ships and terminals what to load on what flight. In this network, between 20 and 30 different seaports and approximately 50 ships are serviced.

An average of 100 incoming and outgoing messages are handled a day. The communications work can become hectic. One flight advisory, for instance, will take up a full page for info addressees only. The message traffic concerns, for the most part, flight advisories, load directives, confirmations and modifications to scheduled flights.

It is not at all unusual to work 80,000 pounds of equipment for one ship. The COD planes have their limitations. They can't deliver aircraft engines because of cube and weight factors. These are delivered by air to the nearest port and picked up by the individual ships. The Supply Department assigns priority to cargo.

"The toughest part of this job," said Cdr. Oddo, "is remembering little bits and pieces of information you need to know: what kind of equipment is at each of the ports; can the plane land there; should NATO be cut in as an info?"

Most pilots in the VR-24 Detachment and at NAF Naples check in with NALCoEurRep, to give him some of this critical information he cannot obtain by message. They will note any discrepancies they encountered and give him any information that will help make his job easier.

All six officers at NALCo, Naples, are Naval Aviators, have been assigned to the VR-24 Detachment, have visited most of the ports in the Med and are acquainted with problems encountered at each. Even the 16 enlisted men are recruited from the Detachment.

Cdr. Shea summed up the remarkable job done by the small NALCoEurRep staff when he said, "There is a lot of pride in this outfit . . . and a lot more work."

The COD flights are performed by the VR-24 Detachment at Naples.



A FAMILIAR FACILITY at NAF Naples is the General Mess. It won the Ney Award three years. Capt. David Crockett is C.O. of the NAF.



MAIL FREQUENTLY has priority over other cargo when COD flights are made to Sixth Fleet carriers. Priority repair parts take precedence.

Officer in Charge of the Detachment is Cdr. Carl F. Wiesendanger. In the past few years, the COD service has increased from a few flights a week to as many as five flights a day, seven days a week.

The detachment now operates eight C-1A Traders. But it had its beginning in August 1951, at Port Lyautey, when a handful of men under the charge of L. E. Tye, ADC, were concerned with the service of C-54 aircraft only. The Detachment went through several redesignations until finally, in April 1954, the Naples unit was given its present designation. Currently, there are 35 officers and 187 enlisted men assigned.

Since the Naples unit was formed in April 1954, Detachment pilots have made over 8000 landings aboard more than a dozen different aircraft carriers, without a major or minor accident. In 1962, the Detachment won the CNO Safety award.

Twice a year, its pilots undergo field carrier landing practice at Malta or Sigonella, followed by both day and night carrier qualifications, in order to maintain and improve their proficiency. It is a busy detachment. In January and February 1964, for instance, they exceeded their previous records for prompt and voluminous Fleet deliveries when they logged over 900 flying hours and more than 285,000 passenger miles. These figures are impressive in the light of the fact that most of the flights involved were at-sea deliveries.

Frequently, there occurs an urgent demand for immediate and continuous service at a time when the Fleet is beyond the non-stop range of the Detachment's Traders. The squadron,

in the interests of efficiency, then establishes a temporary operating base in the immediate area. Two to four planes have been sent "on detachment" to such places as Athens, Palma, and Crete. Once there, the C-1A's are supplied by VR-24's C-118's and C-130's. Thus, vitally needed material and/or personnel are delivered on board 72 hours after departing U.S.

Since VR-24 Detachment is the only squadron servicing the Sixth Fleet while it is at sea, the Detachment has an unusually high number of VIP passengers to transport. The list is long and impressive. On it are such personages as the Secretary of the Navy, CinCLantFlt, the U.S. ambassador to Libya, the Undersecretary of the Navy, the Consulate General of Florence, Italy, ComFAirMed, and many members of Congress.

Last April, the Italians discovered a depression in their runway at Capodichino. Further investigation showed the depression to be the result of a cavern extending more than 300 feet beneath the surface. The Italian authorities promptly closed the field.

(It is thought that the depressions

were caused by several large shafts which constitute a portion of a system of cisterns built by ancient Romans. These had been filled in prior to the construction of the air base. It is theorized that recent earth tremors caused the fill to drop into the cavern.)

With the airfield closed, VR-24 was faced with a problem. The Sixth Fleet was at sea and, if the Det's planes could not be launched, it would be without its much-needed Fleet service. Special permission was obtained so that the C-1A's could make use of one-half of the runway during the daylight hours. Until April 28, the field remained under restricted operations, with only daytime twin-engine prop traffic allowed.

A temporary base at Rome's Ciampino Airport was established for the Detachment in order to maintain its air logistics with the C-130's and C-118's and continue to supply a 24-hour readiness.

The Chief of Naval Operations, Admiral McDonald, was deeply impressed by the performance of Cdr. Oddo's office and the VR-24 Detachment. When he left his job as Commander Sixth Fleet to become Commander-in-Chief, U.S. Naval Forces Europe, he sent a message to NALCo-EurRep, saying:

"The service rendered to the Fleet by the pilots and personnel of your command has been truly magnificent and as far as I am concerned, you have no peers. I am particularly grateful for the many courtesies you have always extended to ComSixthFt Party throughout the Mediterranean. Please pass to all concerned my sincere appreciation and grateful thanks."



VR-24 DET PILOTS get into the Christmas spirit, joined by sailors of the Sixth Fleet.

WINGS FOR THE AMPHIBIOUS FORCES

WHETHER with the Seventh Fleet or at a training area, Tactical Air Control Squadrons 11, 12 and 13 are distinguished by the kind of professionalism that entitles them to be called "the Wings of the Amphibious Forces." The squadrons perfect their techniques to the point where precision is instinctive.

TACRons, as the name indicates, coordinate the air power used in amphibious operations. The squadrons in the Pacific Coast are controlled by Commander, Tactical Air Control Group One, Capt. R. F. Regan.

TACRons control all aircraft in the amphibious objective area. Their responsibility includes the exercise of such air control functions as anti-air warfare, ASW, helicopter and close support operations. They also control all supporting and itinerant aircraft.

When a TACRon is in the West Pacific serving the Seventh Fleet's Amphibious Forces, it is usually embarked in one of the Force's flagships (AGC's): USS *Estes*, USS *Mount McKinley* or USS *Eldorado*.

While afloat TACRons operate from the Supporting Arms Coordination Center aboard the Amphibious Command ship. The TACRons work in the Tactical Air Control Center and the Tactical Air Direction Center. During an amphibious operation, supporting aircraft depart the carrier and contact the TACRon for control.

The TACRon takes control, provides the aircraft with vital target information and liaison with the ground forces; vectors the aircraft into the



TACRON 12 MANS AIR CONTROL CENTER ABOARD *ESTES* DURING OPERATION 'RED CLOUD'

beachhead area; then turns the aircraft over to the Forward Air Controllers to complete their mission.

Upon completing their mission, the aircraft return to the TACRon's control and report damage assessment. The TACRon advises the Amphibious Commander as to the progress of the troops ashore with respect to the destruction of heavy enemy concentrations which might otherwise hinder the forward advance of ground troops.

Ashore, the TACRon's secondary mission is to train Navy and Marine attack aircraft squadrons in the techniques and tactics of close air support, fighter interdictions, sweeps and other supporting functions.

The most widely known training area in the West is the Chocolate Mountain Impact Area, located North of NAF EL CENTRO, Calif. There Navy and Marine Corps pilots flying either light attack (A-4C or A-1H) aircraft and heavy attack (A-3B) aircraft are trained. The TACRon usually sends a group of two officers and two enlisted men into the impact area to form a Tactical Air Control Party (TACP). The TACP utilizes a special four-wheel drive vehicle equipped with various radio equipment for communication with the aircraft in the rough and almost inaccessible terrain.

On location at the impact area are

actual targets, such as vehicles, pillboxes, surface-to-air missile launching sites, and even an airstrip, all of which are designed to acquaint the pilot with a realistic approach to problems and tactics.

The conditions under which the training is conducted are as nearly as possible to actuality that the TACRons are capable of devising. The natural elements at Chocolate Mountain—blowing sand, heat and the natural camouflage of the terrain—combine to make the training program a formidable one and guarantee pilots the proficiency needed in close air support missions.



CLEARED, A-4 RELEASES LIVE ORDNANCE



LIVE ORDNANCE INCLUDES NAPALM BOMBS

ON PATROL WITH PACIFIC AIR WINGS

Editor's Note: Herewith commences, hopefully, a department devoted to the Fleet Air Wings and Patrol Squadrons of the Pacific and Atlantic Fleets. Together these units account for a sizeable portion of the manpower and flight activity of U. S. Naval Aviation forces. Our purpose is to provide a point of exchange for information concerning a vital part of the U. S. Navy's antisubmarine patrol units. If news input warrants it, the feature will run monthly.

KNOW YOUR NAVY. Fleet Air Wing Six was established in Tokyo, Japan, in 1950 as part of the United Nations forces engaged in the Korean action. The Wing has remained continuously in Japan except for a brief period in 1952 and 1953 and maintains headquarters at MCAS Iwakuni. FAW-6 is under the direct operational control of Commander, Patrol Force, Seventh Fleet, but its aircraft are frequently assigned ASW and surveillance missions to support operational requirements under Commander U. S. Naval Forces, Japan. Capt. Robert Dahloff is the present commander of FAW-6.

* * *

Although PATRONS (Patrol Squadrons) are land-based, *mobility* is a word that may be applied to them as well as to carriers. VP-6, for example, showed its mobility potential this past summer in connection with the Tonkin Bay incidents. Alerted on August 5, the squadron and men moved from their Barber's Point home on August 8 to set up bases in the Western Pacific. Hardly settled at Okinawa by August 13, the squadron moved again to avoid Typhoon *Kathy*, diverting crews to Taiwan and Japan.

After the weather softened, the crews split between Taiwan and Okinawa; a week later they were moved to Cubi Point in the Philippines for operations. Late in September the *Blue Sharks* split again, sending four crews back to Okinawa.

In the middle of the shifts, the squadron executive officer, Cdr. H. S. Potter, relieved Cdr. D. J. Worrall as C.O. Many messages of commendation reached the squadron after its gypsy tour. But the one that was "most inspiring," according to the squadron, came from ComFAirWings-



ON DELIVERING at Burbank the 100th Orion to Navy, Lockheed Vice Pres. D. M. Wilder (R) gave model to Cdr. Geo. Prassinis for VP-22 as BuWepsRep, Cdr. H. F. Stanford looks on.

Pac. It said, "The supreme tribute is to be called upon in time of crisis and the ultimate reward is to respond . . . superbly."

* * *

Two Iwakuni-based squadrons, VP-28 from Barber's Point and VP-42 from Whidbey Island, are alternating as training hosts during visits by counterparts from the Japanese Maritime Self Defense Force. SP-2 *Nep-tune* crews of Japan's First Air Wing fly to Iwakuni where they receive training in ASW warfare equipment and tactics. Instructors from Fleet Airborne Electronics Training Unit, Pacific, assist in the training program. Airborne training exercises with submarines are planned for the crews, also.

* * *

VP-42's C.O., Cdr. T. B. Longley, found his squadron caught up in the movement of squadrons during the summer and designated AMCM Marvin Whaley to represent him at the presentation of a bell to the Kaingen Barrio School in Cavite, P. I. The bell was inscribed with the names of five officers and men lost in an accident in September. The bell will be used to summon children to class.

VP-4 has a new home . . . but retains its old habits. For the third consecutive time, the squadron won the E award as the "most efficient squadron" in the Pacific. Based at Naha, Okinawa, for eight years, the unit moved to Barber's Point this year. In mid-September, three squadron planes and crews left Hawaii for a period of training with the Royal Australian Air Force. They visited RAAF squadrons which fly the SP-2H, the VP-4 aircraft.

* * *

Relieved at NAF NAHA, Okinawa, by VP-6, three sections of SP-2H *Nep-tunes* of VP-17 checked in at Whidbey Island early in October. The squadron's 60 officers and 300 enlisted men thus ended a five-month tour in WestPac, led by their C.O., Cdr. Robert H. Lenson, Jr. The crews flew ASW, minelaying reconnaissance and ship surveillance flights and made port visits in Hong Kong, Taiwan, the Philippines and Japan. The Tonkin Gulf incidents, near the end of the detachment period, assisted the squadron in logging more than 6000 flight hours during the deployment.

* * *

To VP-22 went the 100th P-3A



WITH MEMORIAL BELL given Cavite school in memory of VP-42 lives lost in aircraft accident are two village leaders and Chief Whaley.



TWO MEMBERS of VP-4 assist their commanding officer, Cdr. A. K. Bennett, as they paint second "hash mark" for unit's third Battle E.

Orion, the four-engined Lockheed aircraft which is gradually replacing the *Neptunes* in the Fleets. Cdr. George Prassinis, VP-22 executive officer, accepted the aircraft at the Lockheed-California Company plant in Burbank. VP-22, based at NAS BARBER'S POINT, Hawaii, will make the *Orion*-for-*Neptune* switch over a transition period of several months.

* * *

VP-24 took on its 24th commanding officer recently. Cdr. Richard Amme relieved Cdr. John DeMayo, Jr., NAS KANELOE BAY, Hawaii.

* * *

After averaging 134 hours per crew during the month of August because of the Tonkin Gulf flare-up, VP-28 headed homeward to Barber's Point in mid-October to finish another Western Pacific deployment. The squadron flew from Iwakuni. As part of a People-to-People program, VP-28 men donated 1400 pounds of clothes, 200 pounds of toys and \$400 to the Tsuda Orphanage in Hiroshima. The money was used to buy building materials and crewmembers worked off-duty hours to repair the orphanage. Known as the "Hawaiian Warrior" squadron, VP-28 is commanded by Cdr. Warren Roll.

* * *

When VP-42 left California for permanent duty in Japan, it left behind an unofficial "collateral duty." The "duty" consisted of support for the Sacred Heart Mission in Tijuana, Mexico. VP-40, based at San Diego, took over the departed squadron's

monthly job of delivering basic food supplies, canned goods, toys and

clothes for 140 children receiving day care at the mission.

* * *



VP-40 regularly brings food, clothing, toys and supplies to a Tijuana, Mexico, mission.



CDR. L. V. ALTZ, VP-47 C.O., salutes as he passes colors in ceremony at Sangley Point.

Ending a deployment that began last March, VP-48 returned to its home base at NAS NORTH ISLAND late in September. During its overseas period, the squadron operated out of Sangley Point in the Philippines. The unit's SP-5B *Marlins* piled up more than 1500 hours during the August crisis in the Western Pacific, flying ASW patrols and surveillance flights. Included in the training program were three advanced base exercises and the SEATO Exercise *Ligtas*.

* * *

Another *Marlin* squadron, VP-47, took up temporary residence in the Sangley Point area early in October. Cdr. Leroy Altz, Jr., assumed command of the unit after reaching the Philippines, relieving Cdr. Thurman Smithey. Cdr. Altz had been X.O.

* * *

With each of 10 crews flying more than 100 hours each, VP-46 marked August as a very successful month. Then, in September, VP-46 logged a squadron total of 1142 hours, a new high. The squadron flies the P-3A *Orion* and was deployed to Adak, Alaska, at the time. Largely because of the efforts of R. Kurucz, PR1, the squadron had a parachute loft at its Adak HQ. Previously the squadron sent its chutes to Kodiak for repacking. Kurucz and other riggers designed and built a drying and hanging locker, and a packing table.

Next Month: ATLANTIC FLEET

FLIGHT DECK ACTION ON FORRESTAL



A RED SHIRT from the fuel gang takes a JP-5 sample from a Forrestal-based Phantom II. It will be analyzed for purity, flashpoint, etc.



AN ORDNANCEMAN from VMA-331 secures a practice bomb on a squadron A-4E Skyhawk. The Marine wears a distinctive red jersey.



THE GREEN SHIRTS (the catapult workers) check the tension on the bridle of an F-4. In less than a minute, the plane will be launched.



THE CATAPULT OFFICER gives the signal to go. The pilot in the A-3B braces for as many as 3.69 G's he can expect during the launching.



STEAM STILL RISES from the catapult track after a plane has launched as Forrestal crewmembers book up another Skyhawk. Launch and recovery operations take place day and night.

By Ens. Robert E. Woodman

THE JERSEYS add a touch of technicolor to the blur of action on the flight deck of the *Forrestal*: blue for the plane pushers; brown for the plane captains; green for the maintenance crew; red for the ordnance and fuel gangs; and yellow for the plane directors. Viewed from the carrier's island, the men are flying asterisks of action at the sounding of flight quarters.

The jobs of the men in the flight deck crews are especially demanding. They are done in a vulnerably exposed area, whipped by wind, in the vicinity of jet blast and under the deafening roar of jet engines and shuttling cata-



A FULLY-LOADED Skywarrior is shot skyward from Forrestal's number two catapult as an F-8C Crusader awaits its turn on the number one catapult. Most men here are wearing green shirts, though the yellow shirt of a plane director can be seen at the lower left side.

pults. Yet each is expert and *Forrestal* has earned an enviable safety record.

The men go to the flight deck two hours before the first launch of the day. They prepare everything for the planes to be catapulted. The red-shirted fuel crews satisfy the planes' thirsts with huge quantities of JP-5 jet fuel and aviation gasoline. Also in red shirts are the ordnancemen who load bombs and missiles on the aircraft.

The green-shirted avionics experts are thorough. They check the planes for any malfunction, no matter how slight, in the complex electronics gear installed. At the same time, the blue-shirted plane handlers walk the length of the flight deck searching for foreign matter, lest it be sucked into the engine of a plane.

The pilots man their planes after the brown-shirted plane captains have completely checked the aircraft. The plane taxis to a catapult where the men in green attach the bridle. The bridle tension is checked, the pilots turn up engines full, the catapult officer signals the man at the console to fire, and the inert plane is pulled to 135 mph in 250 feet in about a second and a half.

Later the planes are recovered. But frequently it is much later. As many

as 18 hours after the crews first went on deck, the word "secure from flight quarters" is passed, and the weary men are permitted to go below. The flight deck is silent and bare and the

seas remain quiet and free. In this restless world, eternal vigilance is the necessary price of freedom. For *Forrestal* men, freedom is their business. Through hard work, business is safe.



TAILHOOK DOWN, a Skywarrior returns home to the *Forrestal*. Cross-deck pendants are clearly visible as plane sets down. In a short while, "Secure from flight quarters" will be sounded.

SELECTED AIR RESERVE



RESERVE JET PILOTS from Attack Squadron 876, NARTU Alameda, overcame obstacles of heat and aircraft availability to rack up an impressive score of 12 Navy E's on a 2-week active training duty period at NAAS Fallon, Nevada. The E's, accrued by less than 20 pilots

flying A-4 attack jets, were earned in both nuclear and conventional rocket and bombing missions. Left to right are LCdr. Dale Crow, VA-876 C.O., Lts. Dave Jenner, Ed Dolan, Lawrence Murphy, Andy Gilcrest, Ed Wolfe, LCdr. Cliff Peterson (other pilots unavailable).

MARTC Goal for FY 1965

The capability of the Marine Air Reserves to deploy as the 4th Marine Aircraft Wing within 30 days of mobilization is the foremost objective of the Marine Air Reserve Training Command during fiscal year 1965, according to BGen. Hugh M. Elwood, Commanding General.

Gen. Elwood made this disclosure in a letter to the entire command. Two major areas of effort were cited in the program to attain maximum combat effectiveness of the Wing:

1. Further training of tactical and support squadrons of the Marine Air Reserves in a SATS (Short Airfield for Tactical Support) environment.

2. Close work with units of the 4th Marine Division for a maximum joint training program as a Division/Wing team.

The general also cited as a goal the reduction of shortages on the Tables of Equipment through maximum utilization of funds allocated in this area. The command was urged to continue to improve fiscal accounting and reporting procedures.

Other areas in which Air Reservists

and regulars have been urged to advance are the recruitment and retention of prior service Leathernecks.

Skyhawk Makes Memphis Debut

Fighter pilots at NARTU MEMPHIS are trading the AF-1E *Fury* in exchange for the A-4B *Skyhawk* attack bomber. The first of 16 of the small, carrier type arrived in September and the Reservists commenced the transition. Nicknamed "the Mighty Midget," the

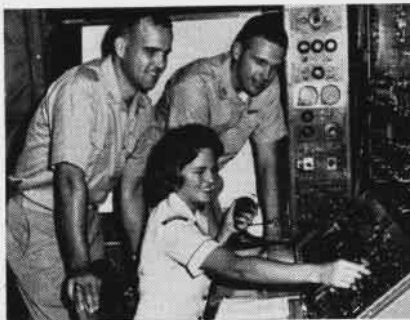
bantam attack plane is less than half the size of many current jet fighters. With the assignment of the *Skyhawks* to Memphis, the Reserves continue to keep abreast of current operational practice of the regular Navy squadrons.

Marine Units Honored

Fiscal Year 1964 winners of three of the highest awards presented by the Marine Air Reserve Training Command have been announced.

Winners of the Marine Air Reserve Trophy are Marine Air Control Squadron 23, Sub Unit 1, Marine Air Reserve Training Detachment, Denver, Colo., and Marine Attack Squadron 233, MARTD NORFOLK. The training detachment at Norfolk has won the Marine Air Reserve Training Detachment Proficiency Trophy, and Marine Medium Helicopter Squadron 770, MARTD SEATTLE, has won the Marine Air Reserve Helicopter Trophy.

The Marine Air Reserve Trophy is awarded to the two most efficient squadrons of the command, one an air control squadron, the other, a



IT'S PLEASANT DUTY for Lt. Gerry Moulin, left, and Lt. Bob Dunn, VR-872 Reservists. Their instructor at the trouble console of a C-118B flight simulator is WAVE Mona Hoyle, TD3, FAETUPac Det., Barber's Pt.

fighter attack or transport squadron.

Competition for the trophy is measured in such categories as drill attendance, annual active duty attendance, operational syllabus completion, military inspection results, pilots and ground crew training, and the achievement of strength goals through recruiting efforts. The helicopter trophy is awarded on a similar basis.

Portable Status Board

Airman Lynn Wagner, a member of Naval Air Maintenance Unit 931, NAS WILLOW GROVE, has designed and built a portable maintenance status board. Red and green lights are used to show at a glance the status of any of 11 aircraft. The board would have utility for squadrons deployed aboard aircraft carriers or assigned to a temporary duty station.

CPO Visits 'His Children'

Chief Petty Officer Norman Weiss, stationed at NAS WILLOW GROVE, Pa., with GCA Unit 31, met three of his ten foster children for the first time when he went to Europe this fall.

Chief Weiss, himself a foster child, adopted ten foster children as a living



CDR. K. E. HODGES (L), aircraft maintenance officer, NARTU Memphis, accepts the logbook on the first A-4B which replaces the F-1E. Cdr. J. F. Mabaffer (R) delivered the Skyhawk. Petty Officer DeAngelo looks on.

memorial to his brother Melvin who was killed in the Korean conflict. He contributes more than \$150 a month to the support of "his children." Weiss' "family" was started in 1959.

He had a reunion with his two Greek foster children in Athens and another with his Italian "son" in Rome. His seven other children reside in Korea, Vietnam, Hong Kong, Philippine Islands and South America and range in age from nine to 16.

Inner Space

Los Alamitos has named a section of the Officers' Open Mess "Astronaut's Cove" in honor of two Re-

serve jet pilots formerly attached to one of the station's squadrons. They are Elliot M. See, Jr., a lieutenant commander who served with VA-771 and R. W. Cunningham, Marine captain with VMA-134. The two Los Alamitos aviators were the only Naval Air Reservists selected for the space program.

VP-814 Crew ASW Operations

Forty Reservists from the Twin Cities area participated in a joint Canadian-U.S. ASW exercise involving both Regular and Reserve Naval forces in the Atlantic and the Gulf of Mexico.

VP-814 Crew Four, rated as the flight crew with the highest degree of combat-readiness of all antisubmarine ASW patrol squadrons at NAS TWIN CITIES, was selected to participate in the exercise.

Piloted by Lt. Charles D. Hamilton, the Twin Cities-based crew flew 65 actual hours of exercise time—more than half the total time flown by all Reserve units participating.

The two-week exercise, involving nearly 100 ships and 300 aircraft, was conducted by Commander Anti-submarine Warfare Force, U. S. Atlantic Fleet, VAdm. Charles E. Weakley, and the Canadian Maritime Commander Atlantic, RAdm. J. V. Brock.



PILOTS AND CREWMEN of Helicopter Squadron 871, based at Naval Air Reserve Training Unit, Alameda, in their ASW Seaborse helicop-

ters, fly over that landmark of the Bay area, the majestic span of the Golden Gate Bridge which extends from San Francisco to Marin City.

AT SEA WITH THE CARRIERS



WITH ONE BIRD already launched, a pilot from Fighter Squadron 41 prepares to be catapulted in an F-4B Phantom II from Independence's number two cat. This series of launchings occurred when the Big I participated in operations off the British Colony, Bermuda Island.

ATLANTIC FLEET

INDEPENDENCE (CVA-62)

Independence recently participated in the Strike Fleet portion of NATO exercises in the North Atlantic. More than 16,000 British, Canadian, and U.S. sailors and airmen took part. The carrier visited Portsmouth, England, and Edinburgh, Scotland.

A *Sidewinder* from VA-86 logged the Big I's 66,000th arrested landing; Lt. Johnny Martin took the cake.

INTREPID (CVS-11)

NavCad T. V. Vining of VT-31 got an unexpected thrill when he landed an s-2F aboard the *Intrepid*. When he set the *Tracker* down, he recorded the 85,000th landing aboard

the antisubmarine warfare carrier.

On the same day, the carrier recorded its 38,000th catapult shot from the starboard cat. The launch was made by LCdr. D. W. Etchells, RCN, piloting a Canadian s-2 aircraft.

LEXINGTON (CVS-16)

Lexington left NAS PENSACOLA and sailed for the New York Naval Shipyard where she is undergoing extensive overhaul. She is not expected to leave the yards until May.

SARATOGA (CVA-60)

Over 40 per cent of the money allocated for *Saratoga's* yard period went into refurbishing her main propulsion plants, the 70,000 hp steam turbine engines. But the main purpose of *Sara's* trip to the yard was

to modernize her catapults and associated equipment to handle the RA-5C *Vigilantes* assigned to the carrier. All other machinery associated with air operations was overhauled and replaced where needed.

On his last night at sea as C.O. Capt. John E. Lacouture saw the 12,000th landing made aboard since he assumed command. Yard work did not interfere with formal ceremonies on the flight deck, when Capt. Jack M. James relieved Capt. Lacouture as C.O., upon the carrier's return to the yard. *Sara* went to sea briefly for sea trials and a carrier qualifications cruise. The sea trials tested the work of two and one-half months in the shipyard.

ENTERPRISE (CVAN-65)

Before *Sea Orbit* reached its success-

ful conclusion, an *Enterprise*-ing aviator achieved a record of his own. LCdr. Niles R. Gooding, X.O. of VA-65, landed an A-1H *Skyraider* aboard, bringing his total number of carrier arrestments to 600.

When the *Big E* tied up at Norfolk's pier 12, some 260 men reported aboard for duty; 46 of those who made the trip were separated; by Christmas, a total of 186 will be separated. The ship will be at or near allowance strength throughout her overhaul period.

Most of the month of October was devoted to getting the carrier ready for the yard. Certain spaces on the second and third decks amidships and on the 03 level amidships were evacuated to allow for ship alteration or installation of equipment. Some CPO's on the third deck were bumped to provide access to the ship's reactors.

Other spaces cleared were wardroom two, the personnel office, disbursing and sales offices, and sections of the dental and sick bay spaces. Most of the work done during this period and much of it being done in the yard is accomplished by ship's force.

Soon as the fuel tanks were flushed, *Enterprise* moved to shipway number 11 at the north end of the yards for sandblasting, repairing and painting of her hull. Shipyard personnel are doing most of this work. Work on the major ship alterations has already begun. Refueling the reactors is the main project. To accommodate the big cranes and tractors necessary for the job, it was necessary to reinforce the main deck.

On the port side, aft, 285 new crew's racks are being installed on the 01, 02, and 03 levels, in spaces now occupied by supply storerooms. The CPO's will get an additional 36 racks and locker facilities, and several officers' staterooms and bunkrooms will be modified.

A new sponson will be built just aft of the number two aircraft elevator to house an avionics shop. Several of the ship's present avionics shops will be modified slightly.

Lt. H. A. Hardt, Education and Training Officer, expects to have about 300 men in one school or another during the first three months of the ship's in-port period. By the end of the yard period, all *Big E* non-rated men with more than six months of remaining service will have attended

both firefighting and damage control schools.

ESSEX (CVS-9)

Essex recently hosted RCAF Squadron VS-880 detachment when she participated in a joint Canadian-United States exercise. The detachment normally is embarked aboard HMCS *Bonaventure*. This provided Lt. Donald McKenzie and sub-Lt. Clyde Johnson the opportunity of making an X000th landing on the CVS. When they brought their s-2 twin-engine ASW monoplane in, they recorded the ship's 118,000th landing.

SHANGRI LA (CVA-38)

Two engineers from the Naval Air Engineering Laboratory boarded the *Shangri La* recently to study the design of the carrier's flight and hangar decks and servicing areas. This was preparatory to an industrial study for CVA-68, the next, yet unnamed attack aircraft carrier.

Shangri La provided the setting for Marine Aviation recruiting pictures, taken by a photo team working for the Military Personnel Procurement Branch of Marine Corps headquarters. The pictures feature pilots and planes from VMF(AW)-451. Shots taken of catapult launchings and arrested landings will be used on a recruiting brochure for college students.



THREE MEN in FDR, perched at 185 feet and assisted by a helo, repair the ship's TACAN.

FRANKLIN D. ROOSEVELT (CVA-42)

A daring combination of skill and teamwork were the ingredients when three men of FDR's OE Division and a helo from HU-2 detachment removed the TACAN dome from the ship's mainmast as the ship steamed along at 25 knots. The helo hovered over the mast, lifted off the dome and placed it on the flight deck. When repairs to the TACAN antennae were completed, the dome was returned by helo and three technicians secured it, working 185 feet above the waterline. It was all done in half a day.

FDR reports her 133,000th arrested landing, made by Lt. Harry E. Barringer of VA-12, and her 134,000th, made by Ltjg. William M. Ranson, VA-172, in an A-4C *Skyhawk*.

GUADALCANAL (LPH-7)

A commendation for "Outstanding Achievement in Refresher/Shakedown Training" was presented *Guadalcanal's* C.O., Capt. Dale K. Peterson, by VAdm. John S. McCain, Jr., Commander, Amphibious Force Atlantic, in behalf of CinCLanFlt. Ceremonies were conducted on the hangar deck.

Following the ceremony, Adm. McCain delivered his impressive "Sea Power" presentation to the crew. Afterwards, he conducted an informal question and answer period. The crew is reported to have particularly enjoyed this session and they now have a much better understanding and appreciation of problem areas in the Navy and what is being done to overcome them.

WASP (CVS-18)

The 56,000th landing aboard the *Wasp* was made by Lt. Nick Quinn of VS-28, in an s-2E *Tracker*.

PACIFIC FLEET

YORKTOWN (CVS-10)

The *Yorktown*—after completing a joint U.S.-Canadian round-the-clock operation and a brief stop at San Francisco—returned to home port, Long Beach, then proceeded on her deployment to WestPac.

In a letter to the families of VS-25, Cdr. Isham Liner, commanding the squadron, described the week-long

joint exercise:

"We spent the entire week, without respite, scouring the ocean seaward from the coasts of Oregon, Washington and southern Canada looking for the elusive 'enemy below.' Naturally the 'enemy' was enacted by our own submarine force, and the whole action was simulated for training purposes, but you could not help but sense the feeling of realism throughout the week and all hands responded in a manner befitting the proud heritage of the U.S. Navy.

"While the Administrative and Operations Departments performed to the letter, the Maintenance Department excelled with their diligence to duty. In spite of the grueling pace of over 168 solid hours of flying and repair, the members of this group came through and VS-25 met every launch.

"A few days after the exercise one of our aircraft returned for a normal recovery and was honored to make the 96,000th landing aboard the *Yorktown*. The pilot was Lt. D. V. Taff. . . .

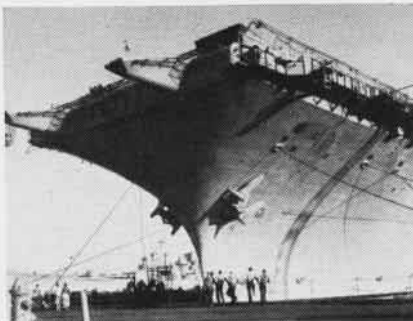
"Our Task Group Commander, RAdm. K. L. Veth, ComASWGr Three, issued a message to all hands stating his personal appreciation for our enthusiasm, coordination and determined effort. He further mentioned that this effort would contribute to our over-all readiness and to our professionalism as aggressive and effective ASW hunters. To his thoughts I can only add my full agreement and genuine pride in the squadron."

BON HOMME RICHARD (CVA-31)

In the South China Sea, RAdm. Henry L. Miller relieved RAdm. John W. Gannon as Commander, Carrier Division Three. The ceremonies were conducted aboard the *Bon Homme Richard*.

CONSTELLATION (CVA-64)

VF-143, now aboard the *Constellation*, recently realized that for the past ten years the name Kuehl has appeared on the enlisted roster. In 1958, when the squadron was designated VF-53, Darrell J. Kuehl, AMH2, had been assigned since 1954. In '58, his brother, Marvin D., reported aboard, and a short time later Darrell left.



KITTY HAWK towers over men after completion of docking operation at Puget Sound.

In 1961, another brother, Stuart W., AA, checked in and a few months later, Marvin returned to civilian life. Stuart is still aboard and will remain until next year when he, too, expects to be discharged—ending a dynasty of Kuehl brothers from Cedar Rapids, Iowa. Daily muster in VF-143 won't be the same after that.

CORAL SEA (CVA-43)

In the *Coral Sea*, VAH-2 completed its 10,000th accident-free flight hour in the A-3B *Skywarrior*.

Capt. Pierre N. Charbonnet, Jr., is the second C.O. of CVA-43 to join the Ten Thousand Trap Club. Capt. Charles E. Roemer, now Chief of Staff to ComCarDiv Three, qualified last year.

Coral Sea continues to surge ahead in the X000th landing department. Ltjg. F. T. Stent of VA-154 logged the carrier's 134,000th landing in an F-8D *Crusader*. Eleven days later, Lt. A. G. Harrison of VA-165 upped the total landings to 135,000 when he landed his A-1H *Skyraider*.



THIS CACHET is the official insignia of the CVA-43 and appears on official envelopes.

Commanding Officer of the *Blue Tail Fly* squadron, VA-153, Cdr. P. Mongilardi, Jr., made his 500th carrier landing, in an A-4D *Skyhawk*.

HANCOCK (CVA-19)

Not every skipper has demonstrated for him the remarkable proficiency of his men as Cdr. C. J. Talmadge of VF-214 did the day he assumed command.

Word was passed that 11 squadron aircraft had to be torn down and rebuilt—in four days. The aircraft engines had been grounded because of fuel contamination. It was necessary for them to be in an up position so the squadron could meet its operational commitments as a member of *Hancock's* air team.

The squadrons 50-man maintenance and repair party started work on the aircraft at 0800. They completely tore the engines down. Main fuel pumps, fuel controls, dump valves, and many other parts were replaced. Assisted by other men in the squadron, the maintenance crew put in 1690 extra man-hours, working 24 hours a day.

Once the aircraft were rebuilt, they were ground-tested and then test-flown. The last squadron airplane was successfully flight-tested on the fifth day.

The men were weary, but they proved the "impossible" could be done.

Ltjg. Charles E. Gudmunson of VA-215 logged the 67,000th landing aboard the *Hancock*, in an A-1J *Skyraider*.

After a one-month cruise in Hawaiian waters, *Hancock* returned to Alameda and deployed to the Far East later that month. The carrier is commanded by Capt. A. J. Brassfield.

During the Hawaiian trip, Cdr. W. B. Muncie, commanding VA-212, became a quintuple Centurian when he landed at A-4E *Skyhawk* aboard.

BENNINGTON (CVS-20)

Ens. James Gesler might sometimes wonder about sharing hospitality. His C.O., Capt. M. G. O'Neill of VAW-11, might also.

When Gesler was aboard the *Bennington* as a member of his squadron's detachment Quebec, he logged the carrier's 80,000th arrested landing, in an E-1B *Tracer*. It was his first car-



USS BENNINGTON (CVS-20) was the landing site for an E-1B flown by Ens. James Gesler of VAW-11. His C.O. knew it as "piece of cake."



USS KEARSARGE (CVS-33), sailing the placid waters of the West Pacific, is an important unit of the Navy's U. S. Seventh Fleet.

rier landing in the E-1B, and he was happy it all came off so well. During the cake cutting that followed, Capt. J. S. Hill, commanding *Bennington*, instructed Ens. Gesler to deliver a piece of the cake to Capt. O'Neill.

Gesler did—a week later, when the carrier returned to San Diego. Those on the scene described the souvenir chunk of cake as "weathered."

LCdr. Charles Taylor's adventure was more prosaic. He logged the 81,000th landing on the *Benn* as a member of VS-38, in an S-2E *Tracker*. He cut the first two slices of the cake, handed one to Capt. Hill, and quietly ate the other.

Later, when the carrier was at pier Echo at Long Beach, RAdm. Robert A. Macpherson relieved RAdm. Turner F. Caldwell, Jr., as Commander, Antisubmarine Warfare Group Five, and Capt. Marvin E. Barnett relieved Capt. Hill as commanding officer of CVS-20.

Before relinquishing command, Capt. Hill became a member of the Ten Thousand Trap Club, very difficult to achieve aboard CVS's. In less than one week, *Bennington* recorded more than 1000 arrested landings. This, those aboard feel, is a challenge to other carriers in the Fleet.

PRINCETON (LPH-5)

Princeton was the flag ship for an interesting exercise called *Royal Oak*, conducted off Molokai Island, Hawaii.

More than 1000 Marines boarded the *Princeton* and the LST *Floyd County* in the embarkation phase of the exercise. They "invaded" Molokai in a sunrise helicopter-borne assault.

The purpose of *Royal Oak* was to test the ability of the helicopter-borne

force to operate as a fast reaction force in trapping and destroying guerrillas.

Close air support was provided by A-4C *Skyhawks* of VMA-214. Other U.S. Marines, previously taken to Molokai, acted as aggressors during the exercise. The commander of this group, Capt. F. H. Whitton, USMC, said in advance of the exercise, "In order to add more realism to the exercise, we will construct a native village consisting of six to eight huts along with various roadblocks and obstacles designed to slow the advance of the assault troops."

Reconnaissance missions and platoon-size raids were conducted before D-Day. After the assault troops were landed from the *Princeton*, supplies and heavy equipment were landed across the beach by the *Floyd County*.

Capt. Paul J. Knapp, commanding the amphibious assault ship, was overall exercise commander.

During the exercise, 1st Lt. R. J. Sheehan, USMC, made the 45,000th helicopter landing aboard the carrier. The following day, 1st Lt. F. L. Gatz, USMC, made the 35,000th landing aboard since the ship was designated an LPH. Both pilots are assigned to HMM-161.

KEARSARGE (CVS-33)

Crewmembers of the *Kearsarge* donated \$1000 toward the repair to Fenwick Pier at Hong Kong after the fleet landing there was damaged by typhoon *Ruby*. Capt. Charles P. Muckenthaler, commanding, presented the donation to Rev. Edward L. Krumpelmann.

The pier is well-known to Seventh Fleet sailors as a complete information

and assistance center that houses, among other facilities, an information booth maintained by the Serviceman's Guide Association, a money exchange, and a check-in stand for purchases made in Hong Kong.

MIDWAY (CVA-41)

Lt. Roger Crim of VFP-63 Detachment Alfa in the *Midway* made that carrier's 129,000th arrested landing. The record was made off the coast of California when the carrier was at sea testing its new automatic landing system.

RANGER (CVA-61)

The transfer of Johnnie White, MMC, to NATTC MEMPHIS left three plankowners in the *Ranger*. They are Donald G. Aliff, BM1; James L. Cunningham, BM2; and Gener H. Mojica, SH2. It was a successful tour for Chief White. He reported to the carrier August 10, 1957 as an FA.

The 61,000th arrested landing on the *Ranger* was made by Cdr. Malcolm E. Vail, C.O. of VA-94.

TICONDEROGA (CVA-14)

VA-52 in the *Ticonderoga* reports that her *Knight Riders* amassed over 2000 hours of flight time to achieve what they believe is an all-time record in flight time accomplished during a single at-sea period.

They flew 2008 hours in a 59-day period, in the process logging 362 day and 233 night landings in their A-1 *Skyraiders*.

RAdm. Marshall W. White relieved RAdm. Robert B. Moore as ComCar Div 5 in ceremonies aboard *Big Ti*.

WARM FRONTS Lt.N.FO'Connor

1 A WARM FRONT IS A LINE OF DISCONTINUITY ALONG THE EARTH'S SURFACE



WHERE THE FORWARD EDGE OF AN ADVANCING WARM AIR MASS IS REPLACING RETREATING COLD AIR.

2 ONE OF THE MOST CHARACTERISTIC PHENOMENON OF WARM FRONTS IS THE SEQUENCE OF CLOUD TYPES, A RESULT OF WARM AIR OVERRIDING THE RETREATING COLD AIR.

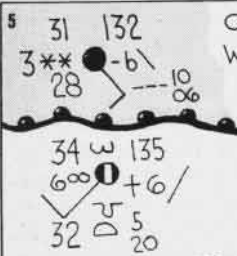


3 CIRRUS CLOUDS MAY PRECEDE THE WARM FRONT BY 700-1000 MI., CIRROSTRATUS CLOUDS BY 600 MILES & ALTOSTRATUS CLOUDS BY 500 MI. PRECIPITATION IN THE FORM OF CONTINUOUS RAIN OR SNOW OFTEN OCCURS AS FAR AS 300 MILES IN ADVANCE OF THE SURFACE FRONT.

4 WINDS IN ADVANCE OF THE FRONT ARE USUALLY SOUTHEASTERLY, AND VISIBILITY IS OFTEN DECREASED BY NOT ONLY PRECIPITATION BUT BY PREFRONTAL FOG.



5 ON THE WEATHER MAP, THE WARM FRONT MAY NOT BE READILY IDENTIFIABLE FOR THE TEMP CHANGE IS QUITE GRADUAL THROUGHOUT A LARGE TRANSITION ZONE.



6 THE STAFF OF NA. NEWS AND YOUR DUTY FORECASTER WISH YOU A

Merry Christmas



New Field Office Opens Serves as BuWeps Liaison for MOL

A Navy Field Office for the Manned Orbiting Laboratory (MOL) has opened at Headquarters, Space System Division, Air Force Systems Command, Los Angeles, Calif. The Officer-in-Charge is Capt. Harper E. Van Ness, USN.

The office is a detachment under the Commander, Naval Missile Center, Point Mugu, Calif. Capt. Van Ness acts as the direct representative of the Chief of BuWeps who has the responsibility for implementing and executing over-all Navy plans for participation in the Defense Department's MOL Project. The office staff consists of two officers and ten civilians.

VU-7 Leaves North Island Is Permanently Based at Miramar

Late in October, VU-7 made the move from NAS NORTH ISLAND to its new permanent base, Naval Air Station, Miramar.

Commissioned December 4, 1942, the squadron has operated from almost every Navy airfield on the West Coast. Celebrating its 22nd anniversary are 52 officers and 415 enlisted men.

While at North Island, the squadron flew both propeller and jet aircraft, but it brought to Miramar only F-8 Crusaders.

VU-7 will provide utility aircraft services to the Pacific Fleet, such as towing targets, furnishing aerial and general photography and undertaking other special assignments.

Gallant Ship is Stricken First of WW II Essex-Class Axed

Endorsing a letter originated by the President, Board of Inspection and Survey, Secretary of the Navy Paul Nitze approved the striking from the Naval Vessel Register the USS *Franklin* (AVT-8). The ship, the ex-CVS-13, was declared "unfit for further naval service," and stricken Oct. 1.

The *Franklin* was commissioned CV-13 on January 31, 1944. She was active in the Pacific until struck by a kamikaze on the flight deck. The plane crashed through to the gallery deck, showering destruction. Battered but under her own power, she proceeded to New York for battle damage overhaul, via Ulithi, Hawaii, and the Panama Canal, at 15 knots.

Parking Problem Is Solved CPO's Answer is Marsden Matting

The reduction in airplane parking space at NAS Glynco was an increasing problem until Charles Cooper, ADCM, line chief, got an idea. He noted an unused area 720 by 170 feet near one of the hangars and, with the help of ten volunteers and the public works department, set about laying surplus WW II Marsden Matting over it.

The public works department assisted in the effort by leveling and grading the area and adding lime

rock as a base for the steel matting. The volunteers, led by K.H. Butler, ADJ3, an ex-Seabee, began laying the steel pieces. This is a difficult job since sections of the matting weigh about 60 pounds each and have to be hooked onto adjacent pieces by clamps which, in turn, have to be pounded into place.

As a result, additional space of 122,400 square feet was made available for securing aircraft. Glynco has 101 planes of 11 different types. The small prop aircraft will be parked on the matting while jets and larger planes will continue to use the concrete ramp.

Editor's Corner

OLD NEWS IS GOOD NEWS. This was the apparent moral of a tale being told on the *Shangri La* these days. Lt. P. M. Moore of the ship's operations department, bought two 1940 *Newsweek* magazines and placed them in the wardroom, presuming that his fellow officers would join him in a protest against the prevalence of old periodicals. Instead the wardroom officer reported several compliments on the interesting reading material contained in the two vintage magazines; the younger men appreciated reading of conditions which preceded WW II. "At least there is something new to read, even if it is old," Lt. Moore said.

Rhyme Obsolescence. According to Lockheed engineers, passengers in the SST aircraft of tomorrow will fly at an altitude of 15 miles, so high that stars will no longer twinkle but will, instead, give off a pure, unwavering glow. "Twinkle, twinkle, little star" will be an obsolete nursery rhyme.

SKYHAWK SPECIALIST. In one tour of duty that started in March, 1961, Lt. Ron Baker of VA-76 has amassed a total of 466 arrested carrier landings, all in the A-4C *Skyhawk*. He is a centurion on the *Intrepid* and a triple centurion on the *USS Enterprise*. He has never landed another type of aircraft aboard a carrier. VA-76 claims the total number of landings to be a record for a first tour pilot, *Skyhawk* or otherwise. Any challenges?

Does He or Doesn't He? That was the question burning within Fighter Squadron 121. For 18 months as an exchange officer with VF-121, the British Royal Navy's Lt. John Ellis had been flying as a Radar Intercept Officer in the F-4B *Phantom II*. Lt. Ellis sports a fair-sized beard (see picture) and the clean-shaven Americans have asked themselves, "Does the oxygen leak around the edge? Does much hair stick out the sides? How can he hold his breath for that long?" The questions have been unanswered because no one has seen him (at altitude) with the mask on, has never seen him put it on, and the lieutenant



"DOES HE BREATHE OXYGEN—OR NOT?"

keeps mum. The squadron C.O., Cdr. F. J. Murphy, issued orders "to positively determine if he does or does not wear the mask over his beard." (For the uninitiated, a beard should prevent a tight seal between the mask and his face, thereby robbing him of the airtight integrity of the mask.)

BOTTLES AND TURTLES. Operation *Green Turtle*—a Naval Research project now in its fifth year—is unusual, to say the least. Each year scientists utilize Navy aircraft to pick up thousands of sea turtles at a Costa Rican hatching ground and to dispatch the small turtles at various places around the Caribbean area. The object of the study is to prevent the extinction of the turtle and to



"NOW IF YOU SEE A BOTTLE, FOLLOW IT."

replenish the supply in areas where they are no longer abundant.

Operation *Green Turtle* HQ in Roosevelt Roads, Puerto Rico, has reported a new twist. This year, thousands of bottles were dropped near the turtle-drop points to make a "study of turtles' navigational habits." The following conversation was reported between a customs official and one of the crews assigned to dropping empty bottles:

"The bottles are empty?"

"Si."

"Why do you come here with a plane load of empty bottles?"

"We're going to throw them away."

"I do not understand."

"First we put notes into the bottles."

"Why?"

"So that people who find the bottles can read them."

"Where are you going to throw the bottles so people can find them?"

"In the sea."

"Sea?"

"Si."

"Why off Costa Rica?"

"Because the turtles are here in Costa Rica."

"What have the turtles got to do with the bottles?"

"We think the turtles may go where the bottles go."

"You throw away bottles, put notes in them, then you want people to find the bottles. Then you have turtles and you want the turtles to go where the bottles go. What do the people have to do with turtles?"

"Nothing."

"Then why the turtles?"

"We want to find the turtles, we want people to find the bottles and we want the people who find the bottles to find us, so we will know where they found the bottles. Then we will see if we can find turtles where the bottles were. If we find turtles where the bottles are, then we know that the turtles follow the ocean currents because the bottles follow the ocean currents. Then we have learned something of their migration habits . . . si?"

"These people are all right, let them go through."

Red as a Rooster's Comb. A cosmetics firm has produced a lipstick bearing the name "Saratoga Red." The story behind the color title is—according to a reliable source—that a VIP carrier guest, associated with the cosmetics firm, noted the color of the comb of USS *Saratoga's* mascot, a "Fighting Cock," and decided it was just right for milady.

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Subject	Issue	Page	Subject	Issue	Page	Subject	Issue	Page
A			Joseph F. Kennedy (CVA-67)			"Johnny Appleseed" (Kearsarge)		
A-6A at North Pole	Apr	7	Named	Aug	2	Jupiter (AVS-8) ends career	Nov	11
A-7A (planning)	Sep	6	Ordered	Jul	2	Kearsarge's "Johnny Appleseed"	Apr	19
Maiden voyage, NMSE	Oct	6	Kearsarge			Leadership school for Chiefs	Nov	11
	Nov	12	"Johnny Appleseed"	Nov	11	Leesburg, control center at	Apr	20
			South China Sea	Dec	11		Mar	13
C-130 <i>Hercules</i>			<i>Kitty Hawk</i> (atomic defense)	May	22	M		
Expanding role	Mar	24	<i>Lake Champlain</i> (gas gang)	Aug	27	Military Air Transport Service		
In VR-3	Sep	14	Mail for WestPac carriers	Jun	26	VR-3, VR-22 get C-130's	Mar	24
On <i>Forrestal</i>	Nov	20	<i>Oriskany</i> (evaporator crew)	Feb	20	VR-3 transition to C-130	Sep	14
EC-121 (El Coyote)	Aug	13	<i>Randolph</i>			Maintenance		
F-4 (nose radome repair)	Jul	32	Operation <i>Sail</i>	Oct	20	Alameda O&R honored	May	12
F-111 (progress report)	Aug	10	Radio hams	Feb	36	F-4 nose radome repair	Jul	32
RA-5C carquals	Jun	14	<i>Ranger</i> (fast food line)	Aug	26	Helo in hover	Sep	10
SH-3A (5000 water landings)	Aug	18	Christmas story (Pursch)	Dec	16	NAAS Meridian	Sep	37
T-2A <i>Buckeyes</i> (repair)	Sep	37	<i>Saratoga</i> (tow catapult)	Sep	16	North Island (helicopters)	Aug	6
UH-46A debut	Sep	28	<i>Valley Forge</i> (versatility)	Nov	23		Sep	29
VTOL (Hawker-Siddeley P.1127)	Feb	22	Catapults			Runway testing (Beaufort)	Sep	25
Fashions in new aircraft	Dec	20	CVS-31's 50,000th launch	Apr	35	Sangleby gives service	Mar	36
Gray paint for shorebased ASW	Jan	24	Tow launch in CVA-60	Sep	16	Materials Lab, North Island	Oct	37
<i>Skimmer</i>	Sep	24	Chisholm, Stanley L. (material lab)	Oct	37	Mirror Landings (Orange Grove)	Sep	23
Tilt-float helicopter	Jan	26	Chronology, 1963	Feb	6	Missiles		
Wright B-1 aeroplane engine	Jan	13	Christmas story (Pursch)	Dec	16	AQM-37A	Jan	22
Aircrewman certificate authorized	Aug	17	Coco Solo	Jul	8		Apr	23
Air route traffic control center	Mar	13	'COIN' aircraft announced	Oct	13	<i>Sabroc</i> (antisubmarine)	Jan	31
Alaskan earthquake	Jun	12	Concord squadron	Jul	17	<i>Tiros</i> aids <i>Deep Freeze</i>	Apr	18
Antarctica, men in	Jul	36	Coriolis acceleration platform	Oct	25	White Sands Range, <i>Desert Ship</i>	Jul	6
Antisubmarine warfare, FAW-11	Sep	19	Cost reduction, approach to	Nov	36	Mobile survival trainer	Oct	22
A-NEW advances	Sep	26	D-E-F			Mother's Day feature	May	16
Gull gray (shorebased planes)	Jan	24	DASH			N		
Arctic: <i>Intruder</i> under test	Apr	7	Canadian experiment	Nov	29	NAESU troubleshooters	Nov	37
Arresting gear, E-15 and E-27	Jun	36	Crews trained (Dam Neck)	Mar	19	NAO(T) school (1st MarDiv)	Sep	12
ASWEPs flights	Aug	13	DCNO (Air) on Naval Aviation	May	10	NATC Patuxent		
Air defense at sea	May	22	Daedalions (Naval Aviators)	Jan	19	A-NEW advances	Sep	26
Aviation medicine (motion sickness)	Oct	25	Deck protection	Nov	36	<i>Intruder</i> tested at Pole	Apr	7
Aviator's Guide	Apr	6	Defense Pacific tour (SecNav)	Nov	6	<i>Skimmer</i>	Sep	24
Awards			Dependents' cruise on <i>Constellation</i>	Jun	15	NAO program expands	Aug	36
Battle E's	Oct	2	<i>Desert Ship</i> (missiles)	Jul	6	NATOPS program expands	Jun	24
Flatley	Sep	2	Dieting (<i>Waste, Oh! Wait!</i>)	Apr	14	Naples, aviation activities	Dec	22
Ney	Sep	3	Disaster relief (Alaskan quake)	Jun	12	Naval Air Stations		
Safety (CNO)	Oct	2	E's, Atlantic (announced)	Oct	2	Agana (20th anniversary)	Nov	10
B-C			E, What is an (VA-176)	Mar	28	Alameda O&R honored	May	12
Battle of Philippine Sea	Jun	6	Earthquake in Alaska	Jun	12	Coco Solo	Jul	8
Bombing Derby (Sanford)	May	24	Errors, human (flying)	Apr	10	Corpus Christi (training)	Mar	20
Beaufort runways tested	Sep	25	Evaporator crew (<i>Oriskany</i>)	Feb	20	Glynco (training, history)	Aug	19
CARF controls air traffic	Dec	12	FAA air traffic control	Dec	12	Lakehurst (chute riggers)	Aug	25
Canadian copter caper	Nov	29	Family tradition (aviators)	Feb	11	Lakehurst, new face of	Feb	24
Carriers, aircraft			Farnborough, 1964	Nov	19	North Island		
<i>America</i> (CVA-66), launched	Apr	13	Fashions in new aircraft	Dec	20	F-4 radome repair	Jul	32
<i>Bon Homme Richard</i>			Flathatting (<i>The Interview</i>)	Jan	29	Helicopters	Aug	6
50,000th cat shot	Apr	35	Flight surgeon			O&R (shop)	Sep	29
Concord squadron	Jul	17	Day in life of	May	14	Pensacola		
Parafloat	Apr	36	On <i>Oriskany</i>	Apr	12	Fiftieth anniversary	Jan	7
Rappelling	Oct	19	Foods for survival	Oct	22		Aug	26
Catapult tests in CVA-42	Jun	37	G-H-I			Firefighting	Dec	29
<i>Constellation</i>			GCA hydraulic turntable	Mar	37	1918 letter from	Jan	16
Dependents' cruise	Jun	15	Gas king (<i>Lake Champlain</i>)	Aug	27	Sanford (bombing derby)	May	24
Print shop	Aug	37	<i>Gemini/Apollo</i> recovery training	May	19	Twin Cities (<i>Seahorse</i>)	Oct	14
<i>Coral Sea</i> (Sea Cadets)	Oct	29	Gull gray for shorebased ASW	Jan	24	Willow Grove (turntable)	Mar	37
In Union Square	Dec	19	Ham radio operators	Feb	36	Naval Air Test Center, Pax River		
<i>Enterprise</i>			Helicopters			A-NEW advances	Sep	26
TG 60.1 formed	Jul	3	SH-3A, 5000th water landing	Aug	18	Helicopter testing	Jul	34
<i>Sea Orbit</i>	Oct	11	Jacksonville hotel fire	Feb	12	SH-3A, 5000th water landing	Aug	18
Fleet organization	Dec	6	Lifted from lake bottom	Oct	14	Naval Aviation today	May	10
Flight surgeon	May	14	Navy tests Army helos	Dec	18	Naval Aviators and mothers	May	16
<i>Forrestal</i>			Overhaul (North Island)	Aug	6	Naval Aviators' gift to Pensacola	Aug	3
C-130 operations	Nov	20	Rappelling (CVA-31)	Oct	19	Naval Material Support Establishment		
Flight deck action	Dec	28	Tandem-rotor trainer	Apr	27	A-7A (planning)	Jan	2
Recall	Jul	11	Testing at Patuxent	Jul	34	A-7A (NMSE)	Oct	6
<i>Franklin D. Roosevelt</i> (man overboard drill)	Oct	38	Insights (see <i>Quadrant</i> Insignia)				Nov	12
<i>Hancock</i> , Helpful Hannah	Feb	37	Wings of the world	Jan	20	Naval Stations		
<i>Independence</i> (radio hams)	Feb	36	<i>Interview</i> (flathatting)	Jan	29	Rota (Aviation)	Jun	19
			J-K-L				Nov	24
			Jacksonville fire	Feb	12	Sangleby Point	Mar	36
			Japan, flight to (VR-872)	May	36	Navigation, VT-29 instruction	Jul	25
			Jet or prop pilots trained	Mar	20	Navigators (VR-7)	Apr	24
						Navy exhibits, World's Fair	May	20
						Nitze's Pacific tour	Nov	6
						Nuclear TG 60.1 formed	Jul	3

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Subject	Issue	Page	Subject	Issue	Page	Subject	Issue	Page
O-P-R			VA-42 (training in <i>Intruder</i>)	May	29	Training		
Ocean charting	Aug	13	VA-75 (training VA-42)	May	29	VU-10 (target practice)	Nov	28
Operation			VA-94 (quality maintenance)	Jun	29	1st MarDiv NAO(T)	Sep	12
<i>Big Step</i>	Apr	28	VA-95 (survival training)	Feb	17	Full pressure suit training	Apr	26
<i>Deep Freeze</i> (new men in VX-6)	Jul	36	VA-176 (winning an E)	Mar	28	In Hawaii	Oct	27
Seal-lift	Mar	17	VAH-11 Det. 8 (Derby winner)	May	24	Leadership school for Chiefs	Apr	20
Photos by Kazukaitis, PHC	Jul	20	VMGR-352 (safety)	Jun	25	Mobile survival trainer	Oct	22
Welcomes <i>Tiros</i> help	Apr	18	VR-3 (C-130 transition)	Sep	14	NAO program	Aug	36
<i>Sail</i>	Oct	20	VR-7 (school for navigators)	Apr	24	NAS Glynco	Aug	19
<i>Sea Orbit</i>	Oct	11	VR-11 (aircraft models)	Jan	18	Operation <i>Big Step</i> , New Iberia	Apr	28
O&R Alameda (automation)	May	12	VR-3 (C-130's)	Mar	24	Parachute rigger school	Aug	25
Pacific Missile Range (targets)	Oct	12	VR-872 (Japan training flight)	May	36	VR-7 school for navigators	Apr	24
Parachute riggers (<i>Bonnie Dick</i>)	Apr	36	VP-40 (seaplane operations)	Feb	16	VAL, development of	Sep	6
Patrol of seas (FAW-11)	Sep	19	VP-47 (training in Alaska)	Oct	28	Vietnam, unprovoked attack	Sep	11
People-to-People program			VR-21 Det. (mail service)	Jun	26	VTOL, Hawker-Siddeley P.1127	Feb	22
<i>Hancock</i> at Hong Kong	Feb	37	VR-661 (training at Rota)	Jun	19			
Philippine Sea, battle of	Jun	6	VT-29 (airborne navigation)	Jul	25	W		
Photography, Kazukaitis, PHC	Jul	20	VT-25 (advanced training)	Mar	20	WW I letter from Pensacola	Jan	16
Physical fitness (<i>Waste, oh! Waste</i>)	Apr	14	VT-28 (safety records)	Mar	22	WEPTU talent helps Fleet	Apr	22
Pilot selection (Phoebus)	May	6	VT-31 (training in <i>Tracker</i>)	Mar	20	Water landings of SH-3A	Aug	18
Preventing human errors			VU-6's Det. 2 (DASH training)	Mar	19	War Aces (Thach heads)	Nov	3
Building safety into aircraft	Jul	12	VU-10 (versatility)	Nov	28	Weathergrams (O'Connor)		
Of dinosaurs and aviators	Oct	16	VX-6 (see Operation <i>Deep Freeze</i>)			Air masses	Jan	38
Safety in aviation industry	Jul	12	Survival, VA-95 (training)	Feb	17	Clear air turbulence	Oct	36
Selecting Naval Aviators	May	6	<i>Subroc</i> , Navy antisubmarine missile	Jan	31	Cold fronts	Nov	38
What causes mistakes	Apr	10				Insolation	Jun	38
Project <i>Gemini/Apollo</i>	May	19	T-V			Jet stream	Feb	38
Pusher-prop <i>Skimmer</i>	Sep	24	TFX (F-111 progress)	Aug	10	Mountain waves	Jul	38
Recall, instant (CVA-59)	Jul	11	<i>Tallabachie County</i> (AVB-2)	Oct	26	Stability	Sep	38
<i>Red Ripper</i> models	Jan	18	Tandem-rotor copter trainer	Apr	27	The ITCZ	Aug	38
Rescue			Target, missile, AQM-37A	Jan	22	Thunderstorms	May	38
At sea (FDR drill)	Oct	38	Targets, Pacific Missile Range	Oct	12	Tornadoes	Apr	38
Jacksonville hotel fire	Feb	12	Task Group <i>Alfa</i>	Jun	C2	Warm fronts	Dec	36
Research			Test pilot courses	Jan	6	Winds	Mar	38
Aeronautical Engine Lab	Mar	6	Thach, VAdm. J. S.			Whidbey units train in Alaska	Oct	28
C-130 landings on <i>Forrestal</i>	Nov	20	Naval aviation today	May	10	Wings of the world	Jan	20
Lakehurst	Feb	24	Heds War Aces	Nov	3	Witness to the American promise	Dec	16
Navy tests Army helos	Dec	18	Tilt-float aircraft	Jan	26	World's Fair (Navy might)	May	20
Rogers, Joel T., 1918 letter	Jan	16				Wright B-1 engine	Jan	13
Rota, aviation activities	Nov	24				Wright flyer replica	Feb	14
Runways tested (Beaufort)	Sep	25				White Sands <i>Desert Ship</i>	Jul	6
S								
S.B.A.C. at Farnborough	Nov	19						
<i>Sacramento</i> , fast combat support ship	Dec	19						
Safety Awards, CNO	Oct	2						
Safety series (preventing human errors)								
Building safety into aircraft	Jul	12						
Of dinosaurs and aviators	Oct	16						
Selecting Naval Aviators	May	6						
What causes mistakes	Apr	10						
Sangleby gives service	Mar	36						
Sea Cadets	Jan	25						
	Oct	29						
<i>Sea Orbit</i>	Oct	11						
	Oct	C2						
Seal-lift by airlift	Mar	17						
Seaplane tender operations	Feb	16						
SecNav's Pacific tour	Nov	6						
Selecting Naval Aviators	May	6						
Show with sky for a ceiling	Sep	29						
Squadron and unit insignia								
CVSG-53	May	C3						
CVSG-56	Sep	C3						
NAAS Chase Field	Aug	C3						
VA-52	Jun	C3						
VA-163	Jul	C3						
CVW-7	Oct	C3						
VF-154	Jan	C3						
VF-161	Apr	C3						
VMFA-314	Nov	C3						
VMF-333	Mar	C3						
VRC-40	Dec	C3						
VS-25	Feb	C3						
Squadrons								
FAW-11 (sea patrol)	Sep	19						
HS-4 aids science (Galapagos)	Jun	28						
HS-771 (training in Hawaii)	Oct	27						
HS-776 (training in Hawaii)	Oct	27						



MARINE SERGEANT Robert E. Rich, an instructor at the Naval Air Technical Training Center, Memphis, tells the trophy his command will receive as the result of Rich's being named the Navy's "Schoolmaster of the Year" for 1964. With Rich are (left to right) James M. Campbell, president of the Memphis Council of the Navy League; St. John Waddell, of the Memphis Commercial Appeal, RAdm. Allen Smith, Jr., Chief of Naval Air Technical Training.

NAVAL AVIATION FILMS

Among the latest list of motion picture films released by Head, Film Distribution Division, U.S. Naval Photographic Center, are the following titles of particular interest to officers and men in Naval Aviation:

MN-8564A2 — Unclassified — *Navy Wings of Gold*. A revision of MN-8564. 25 minutes.

MN-9729A — Confidential — *The Strike Weapon System—Theory of delivery*. Delivery theory and techniques for pilots. Missile components; theory of operation. Capabilities. 20 minutes.

MN-9729B — Confidential — *The Strike Weapon System—Handling and Loading Procedures*. Handling, testing and loading techniques in storage and test areas aboard ship. 20 minutes.

MN-9764 — Confidential — *S-2D Aircraft—Julie System*. Aircraft and components of Julie system. Develops typical Julie problem. 20 minutes.

MN-9881 — Unclassified — *Discharge of Static Electricity from Aircraft*. 10 minutes.

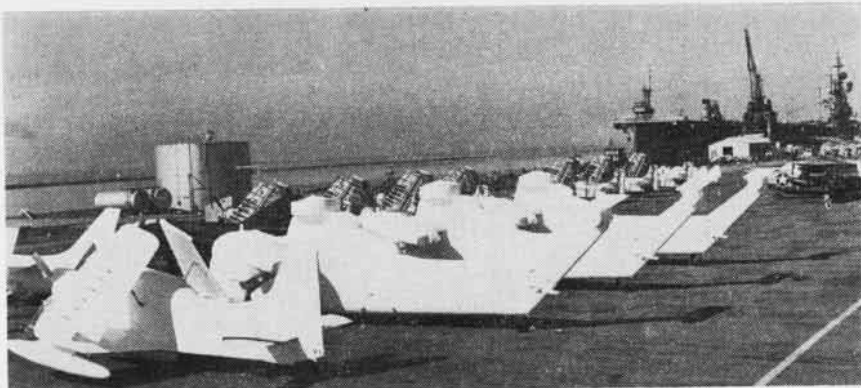
MN-99909 — Unclassified — *NATOPS*. How standards are set, kept up-to-date, and enforced. 16 minutes.

MC-9927 — Unclassified — *Power for Continent Seven (Antarctica)*. Operation Deep Freeze and Navy's support. 30 minutes.

Instructions for obtaining prints are contained in OPNAV Instruction 1551.1C.

F-8's Tran-Atlantic Flight A Trip to Spain for 36 Crusaders

This fall the curtain went up on Operation *Highboy VII* with the trans-Atlantic flight of two squadrons from MCAS BEAUFORT, S. C.



O&R ALAMEDA met the deadline for an Army overseas shipment of preserved helicopters and aircraft made ready at Alameda. Order included many helicopters: 53 UH-1B, three CH-37 and a UH-1A. At the same time, seven A-1E's were preserved for the Air Force. The O&R Preservation Program, currently in force, links Navy, Army and Air Force under an agreement of the three services. The preservation people often work round the clock to meet commitments.

In all, 36 F-8 *Crusaders* took off for NS ROTA, Spain.

One day, 18 F-8E's took off, led by LCol. Edward R. Rogal, C.O. of VMF-235; the next day, 18 more *Crusaders* deployed with Col. Dellwyn L. Davis, commander of VMF-451.

While flying at 41,000 feet, the ocean-hopping aircraft dropped down to 20,000 feet for inflight refueling by three KC-130F tankers from VMGR-252 out of Cherry Point.

The squadrons stopped in Bermuda and Azores for aircraft service and maintenance en route to take part in *Steel Pike 1*.

The stage had been set for the

flight a week earlier when "en route" crews set up service shops at Kindley AFB, Bermuda, and Lajes AFB, Azores.

In Spain the two squadrons engaged with other units of the 2d Marine Air Wing in a mammoth landing exercise involving U. S. and Spanish Navy and Marine forces.

Navy Assumes New Task Gives A-1 Training to 22 AF Pilots

Twenty-two USAF officers were trained in the A-1H *Skyraider* at NAS CORPUS CHRISTI during October. Upon completion of the training, the officers were assigned to Vietnam for duty as advisors to Vietnamese Air Force units.

VT-30 had charge of the program.

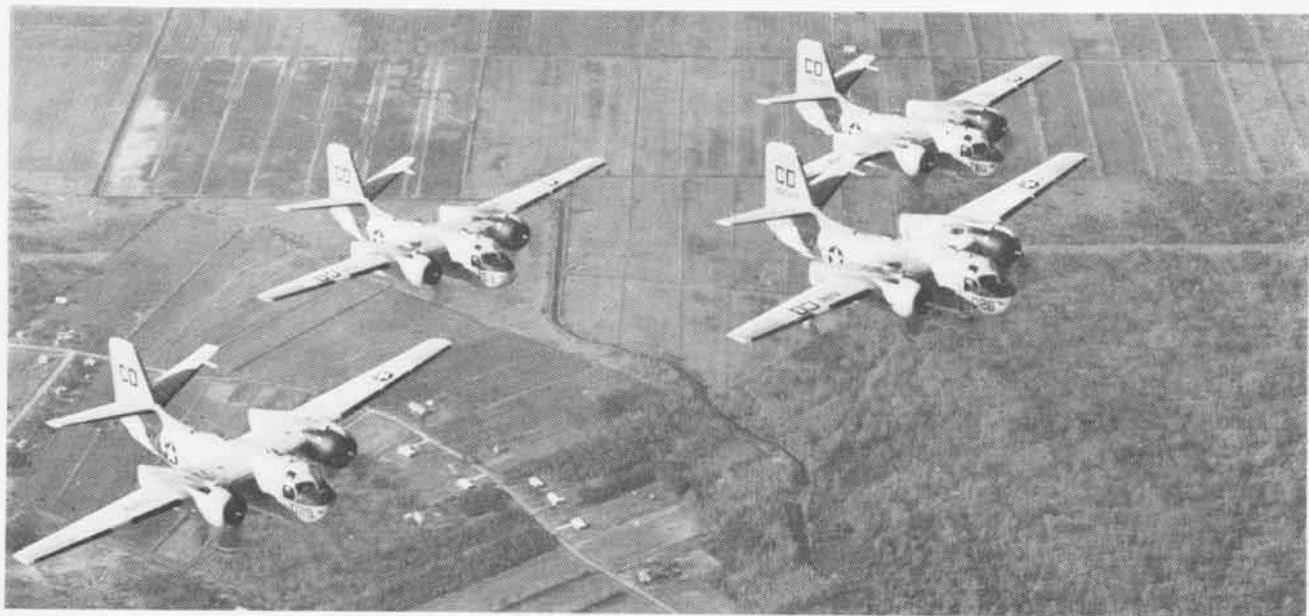
IN THIS ISSUE

Starting with this issue, *Naval Aviation News* presents the first of a new series on Modern Aircraft Carriers, by Scot MacDonald, JOC.

As Associate Editor of the *News* since 1961, Chief MacDonald is remembered for his "Evolution of Aircraft Carriers" series which ran here in 1962 and 1963. "Evolution of Aircraft Carriers" was compiled under a single cover and is available through Superintendent of Documents, Government Printing Office, Washington, D. C. (.55 cents a copy). More than 3000 copies of the booklet have been distributed as an internal information publication within the Naval Aviation establishment.



U.S. MARINES head for their amphibious air cushion vehicle (ACV), the 65-foot, 22½-ton Hydroskimmer after simulated raids on a beach near Buffalo, N.Y. The Marines were taking part in a test conducted by Textron's Bell Aerosystems Company for the Navy to determine the suitability of ACV's for various Navy missions. Still other tests are scheduled. The ACV, the largest and most powerful one in U.S., was built by Bell under a Bureau of Ships contract.



SQUADRON INSIGNIA



The C-1A's of Fleet Tactical Support Squadron 40 are welcome sights, particularly aboard aircraft carriers at sea. At Christmas time, however, arrivals of VRC-40 Traders are of special significance to Navy men eagerly awaiting letters and packages from home. COD (Carrier-On-Board-Delivery) service sparks morale while it helps keep CV squadrons and units in supplies. Based at Norfolk, VRC-40 operates along the East Coast from Canada to the Caribbean airlifting personnel and cargo.



U. S. INTERNATIONAL AVIATION MONTH



From November 1 to December 7, 1944, representatives of 52 countries met in Chicago to develop a plan which would guarantee freedom of the air to all nations wishing to engage in international civil aviation after World War II. Agreements reached at the conference resulted in the establishment of the International Civil Aviation Organization (ICAO) which now has 106 nations as members. To mark the 20th Anniversary of the Chicago convention, President Johnson has proclaimed December 1964 as United States International Aviation Month.

At the opening session of the 1944 convention, a message from President Franklin D. Roosevelt was read: 'Some centuries ago, an attempt was made to build great empires based on domination of great sea areas. The lords of these areas tried to close these seas to some and to offer access to others, and thereby to enrich themselves and extend their power. This led to a number of wars both in the Eastern and Western Hemispheres. We do not need to make that mistake again. I hope you will not dally with the thought of creating great blocs of closed air, thereby tracing in the sky the conditions of future wars . . . Let us remember that we are engaged in a great attempt to build enduring institutions of peace. These peace settlements cannot be endangered by petty considerations or weakened by groundless fears. Rather, let us work together so that the air may be used by humanity to serve humanity.'

NAVAL AVIATION
NEWS